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TIME-TABLE.

UP TRAINS

STATIONS		No. 1	No. 2	()		No. 8	No. 10	No. 11	No. 12	No. 13	No. 14	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.	6.40	8.05	8.30	9.10	10.00	10.30	11.15	12.35	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30
Yuenai	...Dep.	6.49	—	—	9.20	10.05	10.35	11.20	1.39	—	—	—	—	—	—	—	4.38	5.08	5.38
Shatin	...Dep.	7.01	—	—	9.30	10.20	10.50	11.35	1.52	—	—	—	—	—	—	—	4.50	5.08	5.38
Taipei	...Dep.	7.15	—	—	9.45	10.35	11.05	11.47	—	—	—	—	—	—	—	—	5.04	5.15	5.08
Taipei Market	Dep.	7.20	—	—	9.55	10.27	11.37	1.51	—	—	—	—	—	—	—	—	5.09	5.19	5.07
Fuening	...Dep.	7.30	—	—	10.05	10.47	12.47	2.01	—	—	—	—	—	—	—	—	5.18	5.08	5.17
Shanghai	Dep.	7.35	—	9.07	10.10	10.59	12.59	3.06	3.14	—	—	—	—	—	—	—	5.23	5.58	5.31
Shanghai (Arr.)	7.41	8.45	9.13	10.11	10.49	12.58	3.12	3.40	—	—	—	—	—	—	—	—	5.29	6.41	5.37
Shanghai (Dep.)	—	8.49	—	—	11.10	—	—	—	—	—	—	—	—	—	—	—	5.40	—	—
Canton	...Arr.	—	11.50	—	5.38	—	—	—	—	—	—	—	—	6.47	—	—	—	—	—

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THE WORLD OF TO-MORROW.

CIVILISATION AT WORK AND PLAY.

ECONOMIC MAN AS SUPPLANTER OF THE WARRIOR
AND THE MONK.

A PSYCHOLOGICAL SUBSTITUTE
FOR WAR.

[By THE VERY REV. W. R. INGE, D.D., Dean of St. Paul's.]

As members of the human race, we seldom remember, or, rather, we have not yet learnt, either how old we are or how young we are. If our astronomers are right, we are only beginning to toddle. There is no reason why mankind should not be in existence fifty million years hence, though, as all our coal and oil will have come to an end long before that time, it may be rather chilly in winter. By far the greater part of our life lies ahead.

But what lies behind is half a million years at least, a long enough time to form very inveterate habits. When we see *homo sapiens* belying his self-chosen name more egregiously than usual he is generally obeying the prompting of some instinct which may have been useful to him in the five hundred thousand years before civilisation was thought of. It may be useful to him again some day, for civilisation is a disease from which nations seldom recover, and the barbarians may have the last word.

Meanwhile we are encumbered with a variety of atavistic tastes which can find no outlet in our regular work. We are partially domesticated animals, with instincts which belong to the wild state. Even dogs, who have adapted themselves to civilised life better than we have, and are morally superior to the average man, are sometimes betrayed by instinct. They will gorge themselves with meat, if they get the chance, like wolves, forgetting that they have their regular meals.

Fun Of Competition.

But we have devised a cunning plan for letting off steam—we call it play. Our games are mock-fighting, our sports are mock-hunting. And what are our concerts and oratorios but playing at what was once a very serious business—the placating of evil spirits by noisy incantations? The play must recall the real business of savage life, or we do not care for it. Shooting as a target instead of at birds would be counted dull, and it is the sham fight which gives zest to team-play.

Even business firms could often make more money by ceasing to compete, but without the rivalry where would be the fun? It does not matter a pin whether the bosses who govern America call themselves Republicans or Democrats, but the Americans must have their sham fight, and like the crowd at Ephesus they will shout for two hours (or longer) that Diana, or Smith, or Thompson is "great."

Unfortunately, the instinct of gungnity is so strong that it cannot all be carried off by games and politics. After a generation or two of orderly and rational behaviour yahoomanity says: "Out!" and demands the real thing, hot and strong. So we have the most ruinous of all survivals—war.

War is not primitive. The so-called lower animals never make war; the only exceptions are those over-civilised creatures, the bees and ants, which, like ourselves, own wealth and suffer from over-population.

Man seems to have been peaceful until the discovery of metals, three or four thousand years ago. While we were nomad-hunters we killed the wild beasts, seldom each other. Is it possible that war is a passing phase, belonging not to the infancy but to the childhood of humanity? Recent psychologists have said that the combative age in children is between the ages of nine and twelve, which would roughly correspond to the "beginnings of civilisation," as our descendants will call the period in which we are living.

The Money-Making Man.

Types of civilisation flourish because for a time they have a survival value. The Roman Empire was made necessary by the barbarians, the Catholic Church by pagans and heretics. But when the conditions change survivals become inconvenient. For instance, Spain was the leading nation in Europe when there was a demand for the two types in which she specialised—fighting men and priests. But since the decay of feudalism a new type—the economic man—has come to the front, and in Spain there was no room for him.

In some ways the fighting man and the praying man are much nearer to ancestral human nature than the money-making man; but the time for these specialised types was over. Both the warrior and the priest—especially the latter—became obstacles to progress and a burden which the nation had to support. The competitive economic man, relieving his primitive instincts by the games, sports and political sham fights which we have described,

has supplanted the monk and the knight. Even wars are now, in the opinion of many, attempts to seize markets and raw materials; though in reality they are a revolt of the natural man against a life so unlike what he has been used to for thousands of years.

The bourgeois monarchy of Louis Philippe came to a sudden end in 1848 simply because "France was bored." For nearly two thousand years, as Julius Caesar testifies, the Gauls have cared chiefly for two things—fighting and witty talk. In spite of all temptations to be content with middle-class comfort, he kicked against the pricks, and voted away his liberties, by an overwhelming majority, to a pinchbeck Napoleon.

Fabian Socialism—that farmyard of tame animals—would equally suffer shipwreck on the instincts of human nature. Man is not a wolf, but still less is he a sheep. He is combative, and likes the excitement of a rough game. We see with surprise—I am watching it in one of my own children—how a boy who has had all the easy comforts of a public school and university will eagerly throw himself into rough and hard work in a distant colony, where he can live, as he says, "a man's life." Even the war, with all its horrors, was a kind of liberation for many who took part in it.

Industrial Age.

The economic man was always a fiction of the economists, if they supposed that he ever existed as a pure type. But the industrial age has given a character to the men of our time. The most representative members of our society have been strenuous, acquisitive, and individualistic in a way in which their ancestors were not. Is this type, which has not had time to strike a deep root, likely to be permanent? I think not. The economic man, when he has achieved his ambition, tends to die out, because his instinct is to appropriate rather than to produce, and because he comes into sharp conflict with rivals of his own sort.

Perhaps we may see in the present predominance of the banker and speculator over the merchant a sign of the incipient decline of the industrial state. The masses, who now possess political power, seem to have made up their minds no longer to give the money-spinner a free hand to accumulate. It is felt that the new wealth has been really created by the new machines; that it belongs to nobody; and that it may rightly be used to raise the standard of civilisation in the nation as a whole. Rightly or wrongly, the democratic countries will act on this principle, and the acquisitive type of man, the human squirrel or magpie, will lose his prestige and his advantages.

The future may be with those nations who can produce a still newer type—the man who is adapted to social service. This word is already a rather wearisome parrot-phrase but it may indicate a type which will have a greater survival value in the future than either the knights and monks of the Middle Ages or the acquisitive "successful man" of the nineteenth century. Some already speak of this last type as an inconvenient survival.

Heroism In Peace.

But we must not belittle the achievements of robust individualism. To this type belong all the pioneers, in the things of the mind and spirit no less than in invention and the production of wealth. A social system which leaves no scope for self-assertive individuality is doomed to stagnation and petrification. It is precisely because humanity has possessed a unique power of throwing off freaks, rebels, and original characters who refuse to keep step, that it has advanced beyond the brute and the savage, and has hitherto escaped the mechanical tyranny of the beehive and anthill.

The worst of all survivals, as we have said, is war, and there is no reason why a psychological substitute should not be found for it. "Man is above all an artist," says Elie Faure. "He only rejects those forms of art that are exhausted. The desire of perpetual peace will not kill this form of art unless the conditions of peace involve a new method of warfare, with the same sudden and collective intoxication, the same shining responsibilities, the same creative risks, the same atmosphere of voluntarily accepted tragedy. The service of man may surely offer these chances of heroism from time to time; and for the rest, let us not forget the purgative value of competitive games. It is not for nothing that these flourish most in the least militaristic nations."



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POLICE CHIEF IN PRISON.

HOW IMRE NADOSY SERVED
HIS SENTENCE.

BUDAPEST.

Imre Nadossy, the former chief of police, who was sentenced to four years' imprisonment in connection with the franc forgery, returned to his home on Good Friday, having received exemption from serving the four and a half months still to run before the expiration of the term.

It is seldom that chiefs of police are obliged to gain experience of their own prisons. During the whole of his term of imprisonment Nadossy refused to avail himself of any concession, wearing prison dress and eating the standard food. His exemplary conduct deeply impressed the other convicts in the prison. Having recently been put to work among the convicts engaged in agricultural labour, Nadossy earned four fillers a day; on his discharge he received the sum of fourteen pengos, the amount of his earnings.

**DOG-RACING SHARE
CAPITAL.**

At a meeting of the shareholders of Associated Greyhound Racecourses, Ltd., at Winchester House, Old Broad-street, E.C., the chairman, Admiral Sir Sydney Fremantle referred to a pending legal action in which the company are endeavouring to recover £125,000 of capital. A considerable proportion of the share issue, he said, was left to be taken up by the underwriters as the result of a speech in which the Home Secretary (Sir William Joynson-Hicks) advised the public to be chary of investing money in ventures connected with greyhound racing.



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BUTTERFIELD & SWIRE STEAMER PIRATED.

DARING ATTACK ON S.S. "TEAN" IN HOIHOW HARBOUR.

SECOND OFFICER'S ORDEAL.

BRITISH AND CUSTOMS CRUISERS TO THE RESCUE.

PIRATES TORTURE THEIR CAPTIVES.

Bias Bay pirates on Sunday morning carried out a daring attack on the Butterfield and Swire steamer *Tean* while she was lying in the harbour at Hoihow. They successfully seized the ship and took her to Bias Bay.

During the voyage to the pirates' lair, the second officer of the s.s. *Tean*, Mr. J. G. Forster, went through a gruelling ordeal. He very pluckily fought his captor and directly caused the pirates to fire at one of their own men, who was shot through the heart and died instantaneously.

Mr. Forster was taken ashore at Bias Bay by the pirates, who intended to kill him out of revenge. He was fired at once at close range, but fortunately for him the pistol mis-fired. He then broke free and climbed onto a boulder and another pirate, who was about 40 or 50 yards away from him, fired at him several times. The shots all went wide, but Mr. Forster who showed the greatest coolness dropped into the water just as if he were were shot and swam to safety.

Among the pirates taking part in the attack, one man boasted of having taken part in the *Sunning* and *Hong Peng* piracies. From a description given of this man by the third engineer, Mr. J. J. Thompson, he resembles one of the men who were acquitted here.

A very pathetic story was told to a *Daily Press* representative by Mr. J. J. Thompson of a Chinese passenger who met his death by being thrown over a cliff some three hundred feet high. The Chinese steward of the ill-fated vessel was tortured for four hours. His hands were tied behind his back and it is also understood that he was beaten.

One peculiar point in connection with this piratical attack was that, after the free-booters had left the ship, the holds were found to have been fumigated with some acid. The whole of the paint work had turned black and some silver dollars which the deck passengers had thrown into the holds were found to be discoloured. It is believed that the pirates used some kind of acid to smoke out anyone who might be hiding there.

The *Tean* left Haiphong on Thursday last and arrived at Hoihow on Saturday. It was at this port that the pirates appeared as passengers. The vessel was scheduled to leave Hoihow on Sunday morning at 5 a.m., but the free-booters did not wait till then but attacked the officers and captured the ship at about 4.15 a.m. They held the officers up with their weapons and ordered the ship to be taken to Bias Bay.

In an interview a *Daily Press* representative had with Mr. J. J. Thompson, third engineer of the ill-fated vessel, a most graphic story was gathered. It appeared that Mr. Thompson was sleeping on the poop with the other officers who all sleep up on deck during the summer when the steamer is in port. He was suddenly and roughly awakened by the second mate, Mr. Forster, who said "Get up, the ship is pirated."

Mr. Thompson started up and on looking forward he saw the Indian guards, all disarmed. He asked them what had happened and the Indians told him that there had been a fight. Mr. Thompson was naturally rather hazy at the time but he saw that the second mate was in a very excited state.

He ran to the boat deck, closely followed by Mr. Forster. At the boat deck, Mr. Thompson was seized from behind by three armed men, one of them stuck a gun against his stomach. Almost at the same time, Mr. Forster was also seized. They were taken back to Mr. Forster's cabin, where the pirates ordered them to surrender their arms. Having no alternative, they told the pirates where the ship's armament were kept. They were led out of the cabin and while passing the chief officer's door, the latter also came out and was seized and taken away by the pirates.

Mr. Thompson and the second officer were led past the captain's cabin and there they saw the shipper with his hands up and a pirate keeping guard over him. At that time the second engineer was supposed to be on watch at the engine room, but Mr. Thompson also found him in the mess room a prisoner.

A commotion then broke out in the Chief Engineer's (Mr. J. Robert's) cabin. Mr. Thompson shouted a warning to him not to come out as the ship was in the hands of the robbers. Mr. Robert however came out and was also seized.

At this stage, all the European officers having been accounted for, the pirates were in a hurry to get them out of the ship. They shouted out to "make steam" and the second engineer was ordered down to start the engines. Mr. Thompson and the chief engineer were imprisoned in the latter's cabin while an armed man kept guard over them. Later the chief engineer asked the No. 1 pirate to allow them to carry out their usual routine, explaining to him that it would be hard to make one man do all the watches. The chief pirate appeared to be a very reasonable man who spoke

fluent English and he assented to the chief engineer's request. From that time the officers were allowed to go about their duties—under guard. They had breakfast and permission was also obtained to feed the three European passengers on board.

THE CAPTAIN'S STORY.

The police were in charge of the vessel from the time of her arrival and nobody was allowed on board. However, later the Captain (Mr. E. H. Histed) landed and very kindly gave his story to our representative. They were at anchor in Hoihow Harbour on Sunday morning, when at about 4 a.m. the Captain was aroused by the sound of shooting and general pandemonium. He rushed out of his cabin, but was confronted by a pirate who leveled his revolver at him. Soon after other pirates came along, and also covered him with revolvers. They looted his cabin, and later he met the other deck officers, who were also prisoners under cover. They were sent to the bridge, while the engineers were kept prisoners in the engine-room. Resistance was impossible, and although treated civilly they were warned that any attempt to regain possession of the vessel would result in their being shot immediately. The No. 1 pirate spoke very good English. His orders were to take the vessel to Bias Bay, and Captain Histed said that he was closely watched during the whole of the voyage.

"We were very surprised," he continued "to see H.M.S. *Somme* lying at anchor just outside Bias Bay, and when the pirate chief saw her, he immediately turned the vessel around and made for the nearest land—a little cove between Bluff Point and Lok Sin Point. We had another surprise when we saw the *Yung Shing* overtaking us. The pirates lowered two lifeboats and taking seven passengers, the first and second officers (Messrs. A. Mills, and J. G. Forster) and their loot they made for the shore. It was rough at the time, and one of the lifeboats was dashed on the rocks. The pirates were pursued by armed parties from H.M.S. *Somme* and the Chinese Customs launch. They were followed for about four miles inland and one of the captives was pushed over the cliff. We were treated alright, but our revolvers were taken from us. I believe the passengers were badly treated. I heard that they hung them up by their wrists and beat them so as to extort money from them. They ransacked every cabin and where they could not find it, they broke open all the cargo, and took two pigs, killed and fried them, and made merry. The *Tean* will leave Hoihow at 10 a.m. this morning and will tie up to a buoy in mid-stream," concluded "the Captain."

Captain Histed has been in command of the s.s. *Tean* for over 8 years, and this is his first experience of pirates.

One peculiar thing happened at this stage which alarmed the officers considerably. They saw that the pirates ordered the crew to bring out a coffin which the vessel always carried in case of a death on board during a voyage. It later appeared that the coffin was brought out for a pirate who was accidentally shot by the gang.

The captured officers went about the watches as usual and while Mr. Thompson and the chief engineer were resting in their own cabins, their guard asked them to produce whatever money they had with them. This was done and, after the money had been produced, the pirate gave it back to their respective owners. Instructions were given by the chief pirate not to rob the personal property of the officers, and this order was carried out. All the pirates had from the officers were cigarettes, and these they consumed freely.

A Cornered Man.

Reverting to the story of the man who was eventually killed by falling off a cliff at Bias Bay, Mr. Thompson said that the man was a returned emigrant from Australia. Evidently he was marked down by the pirates from the very beginning, but somehow he managed to elude the robbers. He made himself known to Mr. Thompson while the latter was on watch at the engine room. Mr. Thompson said that the man suddenly came out from a stokehold and offered \$1,000 if Mr. Thompson could hide him and bring him to Hong Kong safely.

Mr. Thompson, while feeling sorry for the man, dared not do anything as he knew that pirates were watching him from different points and once they knew that he was aiding a passenger, he would probably be shot. He therefore told the man "No savvy." The hunted emigrant returned to the stokehold.

Mr. Thompson went off duty and while he was in his cabin, he again saw this man passing outside his cabin door. The cornered man looked very pathetic. "My heart went out to him, but I was not able to save him," Mr. Thompson said. That was the last time he saw the man alive.

The Officers' Plans.

"I must also tell you this. The very day the pirates captured the ship, they asked for kerosene oil and they got it. We did not like this because we feared that they might set fire to the ship," Mr. Thompson said.

The *Tean* was nearing Bias Bay and the pirates had expressly told the officers that they would fire the ship and shoot everyone on board if they should come across a British gunboat. The officers then planned to keep watch throughout the night. The Captain, mate and second officer decided to remain on the bridge and Mr. Thompson took up his watch in the mess room. He was to warn the engine room if anything untoward happened. They would then go down below where they could get a better chance to put up a fight as the ladder leading to the engine room could only admit one man at a time, so that if the pirates were to come down, those down below could account for each one of the robbers as they came alone. Nothing, however, happened. But the officers who were down below had taken the precaution to arm themselves with bolts and nuts.

At Bias Bay.

The *Tean* then arrived at Bias Bay and the pirates ordered two lifeboats to be lowered. They also took a number of the crew to row the boats and placed the chief in one and the second officer in another. While the two officers, pirates, crew and some of the passengers captured for ransom were being rowed ashore, the remaining officers and the passengers went up to the bridge to watch for developments.

They then saw H.M.S. *Somme*, who, seeing that something was wrong, steamed up to the *Tean*. The *Somme* came alongside and a lieutenant and some men boarded the *Tean*. At the same time the Customs cruiser *Yung Shing* also hove into sight. When the situation was explained to them, the *Yung Shing* at once despatched a pursuit party after the fleeing robbers.

The pursuers returned after some time with the chief and second officers, a Chinese passenger who had been taken for ransom, the crew taken by the pirates to man the boats, and a corpse. This was later identified to be the man who had offered Mr. Thompson \$1,000 to hide him. The poor man's head was battered beyond recognition. Coming back to Hong Kong, the *Tean* met with H.M.S. *Wanderer* who escorted the pirated vessel back here.

(Continued on Page 6.)

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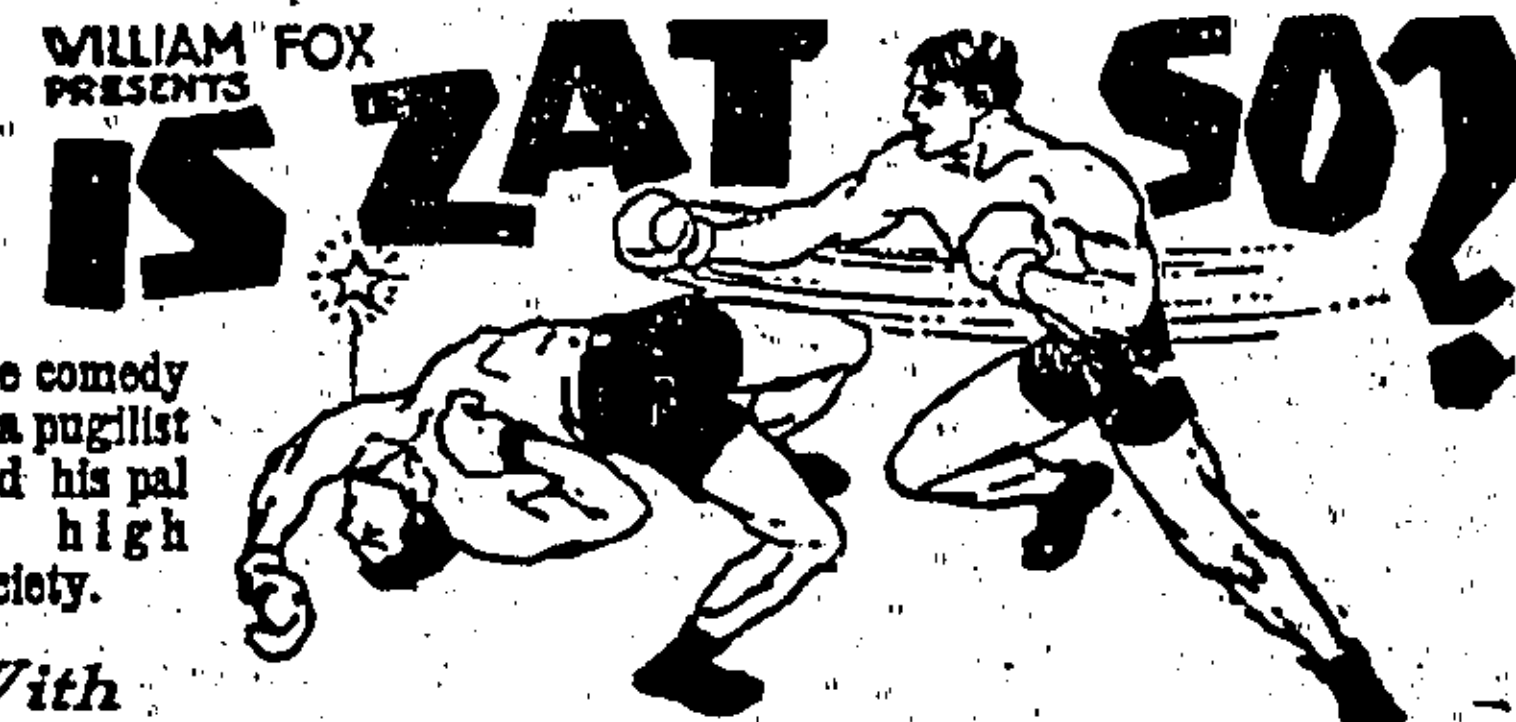
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IS ZAT SO?

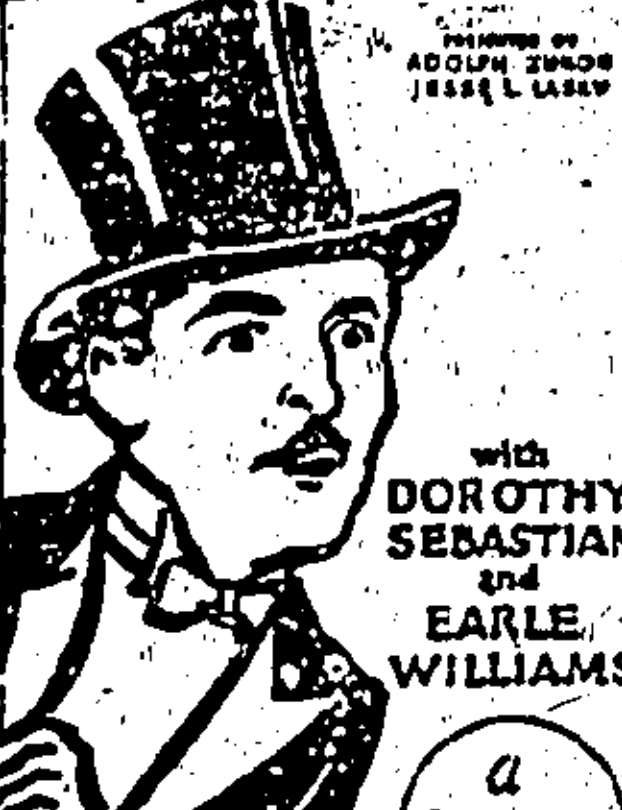


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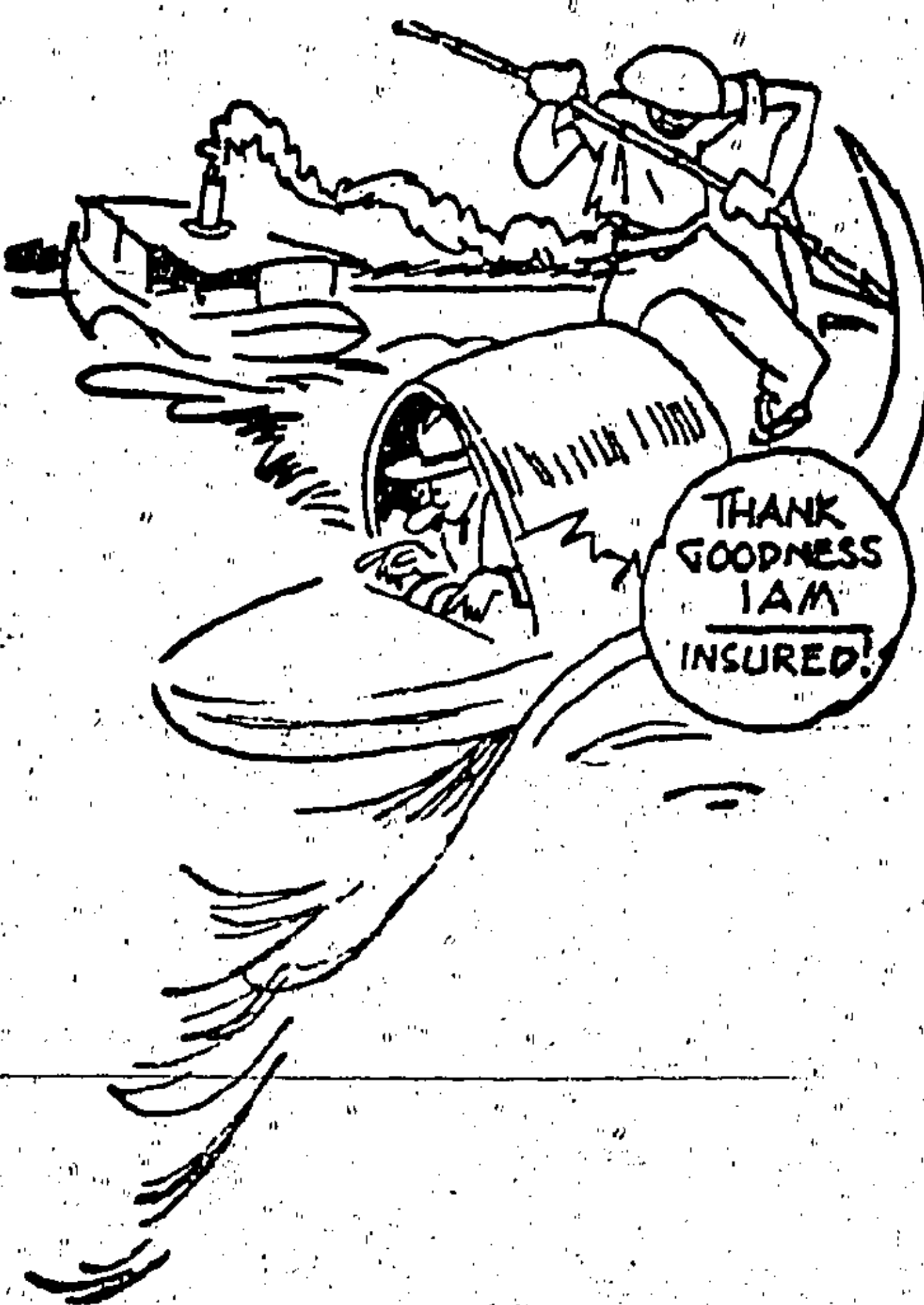
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HONGKONG

MALAYAN FASCISTS.

INTERESTING GATHERING IN SINGAPORE.

SEVERAL LADY MEMBERS.

SINGAPORE, May 22nd.

There was an interesting ceremony at the residence of the Italian Consul, Mr. V. Pini, in Paterson Road, when the Singapore and Johore members of the Malayan branch of the Fascist movement gathered to inaugurate their new flag.

Most of the members of the small Italian community in Singapore were present, and the Fascist uniform consisting of black coat, shirt, and trousers, was much in evidence. The Malayan branch has about 26 members, of whom 16 are located in Singapore and Johore, and there are also several lady members, who also wore a black uniform yesterday.

Italian Tricolour.

The flag, which consisted of the Italian tricolour, with the symbols of the fasces and axe in the centre, was blessed by Father Runaldi and inaugurated by little Miss Emma Pini.

Mr. G. Vaccaro, secretary of the branch, in a short speech, reminded his hearers that the date which they had chosen for the inauguration ceremony was the anniversary of Italy's entry into the war. He recalled the state of Italy in May, 1920, when ex-soldiers who had been wounded in the war were insulted by the populace, with the cognizance of the weak Government then in power. The morale of the Italian masses sank to a very low pitch after the war, he said, and the memory of those days was bitter, but the reaction that had followed had been glorious. At a time when the national life was under a cloud, and when the uncertainty of Italy's future was affecting the energy, spirit, and strength of the nation, Italy prayed for a Garibaldi or a Cavour to save the country, and there had come one who was greater than either of these men—Mussolini. It was the duty of all Italians to defend to the utmost the faith and unity of Fascism.

The Stirring Fascist Salute.

Mr. Vaccaro then gave the stirring Fascist salute, "Eja, Eja, Eja, alala," which was vigorously echoed by the members.

Afterwards, badges sent from Rome were distributed to the members, and the toast of prosperity to Italy was heartily honoured by the gathering.

The Singapore branch has been approved by the Registrar of Societies, and the objects of the branch, according to the particulars supplied to Government, are the promotion of social intercourse, the development of patriotic feelings, the co-ordination of the individual support tending to the help of destitute members, and generally the promotion of favourable reciprocal understanding between the English and Italian communities.

A copy of the rules of the Overseas Fascist Association, which has its headquarters in Rome, and to which the Malayan branch is affiliated, was also sent to the Registrar of Companies, and this document states, *inter alia*, that the Fascist Associations in foreign countries are to be operated in full respect and observance of the laws and institutions of the countries in which they are established, and for the good of the Fatherland and the prestige and defence of Italianity.—*Straits Times*.

MISS DOROTHY GISH.

\$1,000,000 SUIT AGAINST FILM STAR.

New York.

The \$1,000,000 suit for alleged breach of contract brought against her by the film producer, Mr. Charles Duell, was won by Miss Lillian Gish, the cinema star, at Los Angeles.

The court instructed the jury that all the issues in the case had previously been adjudicated in the Federal Court, New York, and a verdict for Miss Gish was returned accordingly.

This was the second attempt by Mr. Duell to obtain damages from the film star on the ground that there was a conspiracy to deprive him of her services and ruin him professionally. The previous suit in 1925, when Mr. Duell sought to restrain anyone else from employing Miss Gish, was dismissed by Judge Mack, when he ordered that Mr. Duell be held for perjury in connection with the trial.

The jury, however, disagreed on the perjury charge, and the United States Government dropped the case.

TEN YEARS FOR HYLAMS.

COMMUNISTS AT SINGAPORE ASSIZES.

"HECTIC LITERATURE."

SINGAPORE, May 23rd.

At the Singapore Assizes two Chinese, Goh Joon Pong and Liew Low Jang, were charged with possession of seditious literature. The first accused pleaded guilty and the second accused claimed trial.

In opening the D.P.P. (Mr. N. H. P. Whitley) said that Inspector Kemp, of the Central Station, visited the house of Lt. Wilson at Mount Faber and inspected the boys' quarters. He found a quantity of literature which was of a most appalling character.

One of the documents produced in court was an extract from a "hectic" publication called "Blood-light." This was written against the British Government and called upon the people to take the reins of Government into their own hands.

Another document discussed propaganda and what the people ought to do to free themselves. It urged the destruction of the Imperialists and "their running dogs" (the police), the preferred method being by assassination. Besides the "red bodyguard," it was urged that the people should get ready for war, the best weapons for this purpose being bombs, revolvers and daggers. For riots the use of bombs and revolvers was recommended.

Intended Victims.

Among those singled out for assassination were the Consul, and particularly the Governor of the Straits Settlements.

The documents were found in the room of the first accused. In the room of the second accused rolls of paper, similar to that on which the literature had been printed, and part of a cyclostyle printing-set, was found. The printing-set was still wet showing that it had been recently used. The other part of the printing-set was found between the oven and the wall in the cook's room.

Both accused were found "guilty," and his Lordship, without commenting on the case, sentenced both of them to 10 years penal servitude.

CINEMA NEWS.

SIMON THE JESTER AT THE QUEENS.

W. J. Locke's novel of London and Algiers, "Simon the Jester," is the story of a wealthy young M.P., who in the prime of life, is given only six weeks to live. His friend is in love with a circus artist, and the condemned man seeks to break the engagement as a last good action before he dies. When he himself falls in love with the woman, then begins a train of strange events involving the lives of many people and ending finally in an exciting climax. The cast of this unusual film includes Lillian Rich, Eugene O'Brien, and Henry B. Walthall, in the leading roles.

The Grand National.

Among the news items shown at the Queen's Theatre to-day and to-morrow is a wonderful record of spills in the Grand National Races at Aintree, when out of a field of over thirty starters only one—an outsider named "Tipperary-Tim," managed to complete the course.

Pugilists In Society.

The film version of a play which enjoyed a long run in New York, will be shown at the World Theatre to-day and to-morrow. "Is Zak So?" tells of a pugilist and his manager, who, when down and out, suddenly find themselves mixing with high society.

A Lost Diamond.

Raymond Griffith's burlesque, "You'd Be Surprised," is showing at the Star Theatre to-day and to-morrow. The story begins with the theft of a valuable diamond which mysteriously disappears. An equally mysterious murder follows. Raymond Griffith, as coroner, is called in to unravel the mystery.

LIFE RISKED FOR DOG.

SINGLE HANDED ROPE DESCENT IN SHAFT.

London, May 1st.

Tom Pepper, a Kerwick labourer, lowered himself on Sunday by a rope 100 feet down an old drift in Derrick Brandelhow lead mines, on the side of Lake Derwentwater, to rescue a terrier. The drift had not been used for 300 years, and the walls were in danger of collapsing at any moment.

On reaching the foot of the shaft Pepper had to lie on his back and coax the terrier through a small hole in a mass of debris.

Pepper drew himself up unaided with the terrier under one arm. It had been lost underground for a week.

TWO GUNMEN ARRESTED.

PLUCKY—SINGAPORE INSPECTOR.

LIFE SAVED BY PISTOL MISFIRING.

SINGAPORE, May 21st.

Unarmed and singlehanded, a European police officer yesterday afternoon captured two Chinese gunmen, after having been fired at several times at pointblank range.

The officer was Mr. B. Scott, of the Police Weights and Measures Department, and the pluck and determination he exhibited may be gathered from the fact that after knocking down with his fist a man who had fired three shots at him from a distance of twelve feet he turned and went after another gunman, who, but for the fact that his automatic missed fire, would have shot Mr. Scott in the back while he was tackling the first gunman.

Gunmen At Work.

Inspector Scott, who was off duty at the time, was driving along Arab Street about three o'clock yesterday afternoon, when he noticed a crowd gathered on the five-foot way. He did not know it at the time, but what had happened was that two gunmen, after shooting down a man in Fraser Lane, were making their escape, followed by a crowd.

Seeing a Chinese draw a pistol, Mr. Scott, without waiting to stop his car, relinquished the wheel to the eyes at his side, and sprang out of the car. He jumped across the drain running between the road and the five-foot way and as he landed on the other side the gunman fired.

Not Four Faces Apart.

Inspector Scott and the gunman were then facing each other, not four paces apart, and the inspector ducked as the man fired, the shot going harmlessly over his head. The gunman fired again, and again Mr. Scott ducked and escaped the bullet.

As the gunman fired his third shot Inspector Scott jumped behind a pillar to his left. Slipping round the pillar before the man could fire again the inspector sprang at him, bringing him down with a blow on the jaw.

As Inspector Scott bent over the man, he heard the click of a pistol misfiring. An Indian policeman came running up at this moment, and Inspector Scott, after handing his captive over to this policeman, turned to find a second Chinese facing him with a pistol. He immediately went for the man, and the gunman turned and ran. As the gunman ran along Arab Street towards Beach Road he fired twice at his pursuer. The shots missed, and when the man stopped Inspector Scott arrested him.

Four Misses.

When the pistols were later examined it was found that the second man's pistol had two empty shells and four misfires. It was these misfires that saved Inspector Scott's life while he was dealing with the first gunman, oblivious of the fact that a second man was trying to shoot him in the back at close range.

The accused were brought before the second police magistrate and charged with the attempted murder of a Chinese in Fraser Lane, and Inspector Scott in Arab Street.—*Straits Times*.

A MANILA MYSTERY.

BRITISH SUBJECT'S DEATH IN LADY'S FLAT.

MANILA, May 22nd.

Considerable mystery surrounds the death of Cecil Drew, cashier of the Insular Life Insurance Company, Manila, who fell dead at the home of Dolores Harding at 645 Inverness shortly after midnight to-day. His body was removed to the City Morgue early this morning and an autopsy will be performed.

Cecil Drew was 49 years old, married, and resided in Room 306 at the American-European Y.M.C.A. He was a British subject.

According to information gleaned by detectives of the Secret Service, Mr. Drew's death was preceded by no indications of illness. With Miss Harding, he left the Delmonico Hotel at 8.00 p.m. for a short automobile ride.

They arrived at Miss Harding's home at 10.00 p.m. Mr. Drew remained there until midnight. As he stood up to leave, Miss Harding said, he asked for a glass of water. The water was procured and he drank. A moment later he started to walk toward the door, stumbled and tumbled over to the floor.

Neighbours were notified by the frightened girl and one of them called Dr. D. Ordonez of the Philippine General Hospital. Upon his arrival, Dr. Ordonez found the man already dead. The physician was unable to decide the cause of death and left instructions for the removal of the body to the City Morgue.

According to E. W. Schell of the Insular Life Insurance Company, Mr. Drew is survived by his wife at present living in England.—*Manila Times*.

GOLF NOTES.

[By R. H. H.]

Without wishing to appear too much of a pessimist, it is safe to say that next week-end parts of Fanling will be in a very tiring and difficult state. The 9th and 15th fairways were top dressed last week, the 15th very heavily, and it was as tiring to walk and play on as a ploughed field. The heavy rain should have done wonders in washing the dressing well in, but by next Sunday these fairways will be like young jungles. Many of the greens had a part under repair too, and there was a thick cover of grass on them.

There was, one must admit, a great deal too much rain over the week-end to make golf a very pleasant amusement. Yet Fanling stood up to it very well, and a last round on Saturday evening, when things had quietened down, was easy and pleasant, though a bit "sloshy."

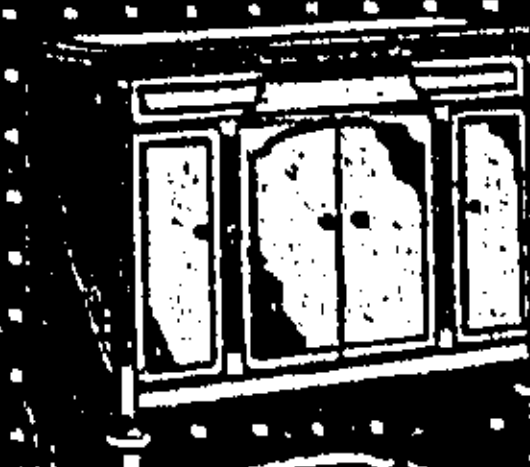
Happy Valley, as is to be expected, did not live through the downpour on Sunday quite so well. On Sunday night one could see the reflection of every street lamp right across the course, and there was still a lot of casual water about yesterday morning. In spite of this there were a fair number of enthusiasts on the course who appeared to be playing a more or less normal round. Quite how they managed it I don't know.

The number of entries for the Whitman meeting were rather limited, and I expect the number of returns were almost infinitesimal. Yesterday, judging by the weather in Hong Kong, must have been far and away the best day of the three for golf, but probably most people had given up the idea of playing after the rain on Sunday night. It would be idle to speculate upon the returns that will be made, when one knows of nothing which Charity would allow one to reveal, but one can at least hope that they will be better than last week. Then, in perfect conditions, four men tied for the bogey competition with a return of a sort. All four are sound and worthy citizens for all I know, but that anyone should win that competition on that week-end with that score is lamentable.

Golf Illustrated, in a recent issue, pays the Royal Hong Kong Golf Club the compliment of devoting the centre sheet to a two page photograph of Fanling, with a comment below on the magnificent surround in which golf is played by "our exiled brothers in the Far East" or something of that sort. The photograph is good, as a picture, but scarcely does justice to Fanling as a golf course. The chosen view is from above the 16th tee on the New Course, looking out over the paddy fields to the hills in the distance, and it would not be very easy to tell from the picture alone that the foreground was part of a golf course: the 15th tee is just discernible to the man with local knowledge, but nothing much else. Even a carefully annotated photograph of this part of the course could not help anyone to understand that the Old Course is the finest course in the Far East. On the other hand to take a philosophic view of it all, even the finest and most spectacular holes in real life have a way of becoming watered down into an appearance of fescid mediocrity in a photograph. Better to have a good view and call it Fanling than to see a hole like the Gem debased until it looks as if it might be reached by a topped putt and a bit of luck.

The victory of T. Perkins of Castle Bromwich in the Amateur Championship is well deserved, and marks him as a really first class player. The fact that he won the English Native Championship last year and reached the final this year proves that his triumph is not in any way a flash in the pan. He has been looked upon before this more as a powerful hitter than a really first class golfer, but he is now sure of an early place in the Walker Cup Team which will go to America in the near future.

Probably most people would have preferred to see Wethered win his second Championship, but at any rate it was good to see him in the final. A year or two ago the two Wethereds had made a niche for themselves in golf, but now they are so rarely seen in big events that they were almost becoming a legend. Roger Wethered certainly was finding that restricted practice had very much taken the edge off his game, and it was fairly widely said that he would not go to America with the Walker Cup Team. After reaching the final of the Amateur Championship he cannot very well refuse, and he always carries an immense amount of confidence from the general public.



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CHINESE BASEBALL LEAGUE.

COMPLETING ITS SEASON DURING THE WEEK-END.

The Chinese Baseball League under the auspices of the South China Athletic Association will complete its season next week-end at Caroline Hill, when Kaori Club and the South China Boy Scouts will play a deciding match for the runners-up position. The South China Association beginners who include members who have played neither for the "Dragons" nor for the "Tigers," have won the championship of the season and will receive the silver cup offered by the All Chinese Athletic Club of Honolulu, Hawaii, a team from which played in Hong Kong last summer.

Visit From Canton?

It is hoped that the Boy Scouts of Canton, under the auspices of Scout Commissioner Huang Hsin Chao, of Sun Yat Sen University, will visit Hong Kong some time in June to play one or two games with the Boy Scouts of Hong Kong. The Canton Boy Scouts also play baseball, although they are not up to the standard of the Hong Kong Chinese.

The Hong Kong Baseball League games will begin about the middle of June, soon after the completion of the Chinese Baseball League games.

ALL-NIGHT SPORT.

THAMES ISLAND CLUB OF PERPETUAL SUNSHINE.

A new sports resort for Londoners is being constructed on Tagg's Island in the Thames, near Hampton Court. There will be three covered tennis courts, which will be open for the whole of the 24 hours, two racquets courts, an ice skating rink, golf putting greens, a specially constructed bathing beach, and a new ballroom. (Nearly the whole of the island will be covered.)

The scheme is being run by a Devonshire man, Mr. Herbert Cyril, who has been engaged in many London theatrical ventures, and was one of the founders of the Co-Optimists company.

Mr. Cyril said to a press reporter: "It is my idea to found a sports centre where Londoners can play day or night, whatever the weather. We are putting in a new ferry from the mainland capable of taking six cars at once, and there is parking space on the island for 200 cars and for 1,000 on the mainland."

By new lighting features of intense rays, we hope to create the effect of perpetual sunshine.

SUMPTUARY LAWS
FOR CANTON.OFFICIAL UNIFORMS OF
LOCAL CLOTH.MODES FOR MEN AND
WOMEN.

FEASTING PROSCRIBED.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, May 28th.

All the officers of the Canton Municipal Government, the municipal school teachers and students will henceforth have to wear plain, simple clothes made entirely of native cloth. No one is to be allowed to wear clothes made from imported materials. Such is the substance of a resolution proposed by Mr. Wong Tok Shing, Commissioner of the Municipal Public Lands, and passed yesterday by the Canton Municipal Council.

The resolution stated that the recent fashions here have been extravagant and fanciful. People have also got a wrong idea about home made products, thinking "quite incorrectly," that foreign stuff is of better quality. They therefore felt that they could be out of fashion if they did not wear clothes made of imported materials. Some have even gone so far as to despise local goods. The result has been far reaching. Foreign goods have flooded the market and have been bought everywhere, whilst the sale of native goods has been on the decline. Some have even been so depraved as to buy a foreign suit of clothes with a whole month's salary and ignoring the daily needs of their families. Extravagance, lavishness and waste should all be done away; and the habits of thrift and frugality should be cultivated. The Canton Municipal officers should therefore set an example by wearing clothes made entirely of native cloth. In addition to the specified kinds of dresses which all the municipal functionaries are to wear, the Government order places restrictions on two other phases of city life, namely, in regard to banquets and social intercourse.

WOMEN'S UNIFORMS.

Every municipal school pupil, teacher and member of the secretarial staff shall wear a uniform of native cloth in a style to be decided upon by the authorities of each school. The Canton Police Force have accepted such a style and are now wearing plain white uniforms made of native cloth. All the Canton Municipal male officers must henceforth wear the "Chungshan" style of clothes and the female officers, white or black skirts and dress also made of native cloth. The women officials' clothes may be of somewhat better quality than those of the men officials. In winter the women are to wear long black coats or skirts and dresses. Hats and shoes for both men and women, girls and boys, must also be made of native materials.

THE LAW OF FEASTS.

As regards feasts, no municipal officer, school teacher, or student shall be allowed to give lavish banquets unless such functions are absolutely necessary. In case of necessity no one is to spend more than one dollar per guest. All the edibles are to be strictly Chinese products.

Social entertainments, according to the Government order, are divided into three categories for different classes of officials. The money expended on each should not be over \$1, 60 cents and 40 cents respectively per person.

In conclusion the Municipality exhorts all citizens to comply with these orders. Municipal officers and will first carry them out as an example to the people.

MURDER IN OPEN
STREET.WEALTHY JUNKMASTER'S
FATE.

ASSASSIN ESCAPES.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, May 28th.

Chang Lu Ming, master of a tow junk plying between Canton and Waichow, was shot dead last night at about 8 o'clock on Wai Sun Road. The assassin, described as a young man wearing a white suit of clothes, made good his escape. No motive for the assassination is known; but it is thought that it was done out of revenge.

The assassin knew beforehand of the likely movements of the junk master and waited for him in a dark place in Wai Sun Maloo, revolver in hand. As his victim approached, he fired two shots at him from a distance but missed. The assassin then rushed at his enemy and fired another shot point blank. This last shot penetrated the man's chest, piercing his lungs. The junk master fell and the assassin, throwing his weapon away, made good his escape amid the confusion and terror.

The sudden firing aroused the patrols who were in the vicinity and the police officers at once gave chase to the murderer, but the latter soon disappeared into the crowd in the narrow streets. The victim who was in the greatest pain when the police arrived, was at once rushed to the Kwong Wah Hospital, but he died early on the following morning, in the presence of members of his family.

The Police are now combing the city for the murderer. But so far no arrests have been made. According to friends of the deceased, the junk master was a man of considerable prominence. At one time he was the President of the Boat Merchants Association. The tragedy occurred just after he had his dinner on board his junk, and had landed to buy provisions for his man.

CANTON RICKSHA PASSENGER
KILLED.LORRY DRIVER AND LORRY
DETAINED.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, May 28th.

A heavy automobile truck loaded with rice ran into a ricksha this morning at about 8 o'clock on Wai Fook Road, severely injuring the passenger and demolishing the vehicle. No damage was done to the truck. The driver was arrested and taken to the Police Station awaiting investigation. The injured man was taken to a hospital but it is doubtful if he will recover. The truck belonged to the Wan Tung Transporting Company, on Tai Kew Po Street. The truck and the broken ricksha were also taken to the Police Station. Interviewed by our correspondent, the police officer said that the truck driver was driving on the wrong side of the maloo. "He shall be held responsible for the crash," the officer said. The ricksha puller escaped uninjured.

TWO CANTON HOUSES
COLLAPSE.

DUE TO LAST WEEK'S RAIN.

The very heavy rainfall that visited Canton last week has affected some of the jerry built houses here, says the *Canton Gazette*. Two cases of collapse have been reported, and perhaps the weakening effect on others will be revealed later.

A house in Wai Oi Maloo collapsed without any warning last Wednesday. Rescue parties on the scene dug out two victims from the mass of debris. They were both suffering from serious injuries, and latest reports from the hospital were not very optimistic as to their chances of recovery.

A similar accident occurred at Sai Ho Hau, Taiping Maloo, and in this case one man was killed. The circumstances attending this accident were more serious than in the other accident, the house collapsing during the evening when the inmates were all asleep. Three victims were excavated from the ruins and rushed to hospital, but one was so badly hurt that he died shortly after arrival.

A CONCORD MOVE-
MENT?BREAKING DOWN BARRIERS
BETWEEN EAST AND
WEST.MALAYAN TRIBUTE TO SIR
CECIL CLEMENTI.

Our contemporary, the *Times of Malaya*, in an interesting article lends its support to the recent suggestions of the Governor of Hong Kong (Sir Cecil Clementi, K.C.M.G.) for the breaking down of the social barriers now existing between the European and Chinese communities.

It is emphasised that in Malaya a very real effort in this direction is being made and that the leading Chinese are cordially responding. The article also includes a warm tribute to the abilities of Sir Cecil Clementi. The article states:—

H.E. Sir Cecil Clementi, Governor of the Colony of Hong Kong, is a man whose career we have followed very closely during the past decade and whom we much admire. He is the right type of man for a Colonial Governorship in that he has had wide Colonial experience. In fact, he is a man of the Clifford and Maxwell stamp, both the latter, as our readers know, having risen from the ranks of the Malayan Civil Service. Like Sir Hugh Clifford and Sir George Maxwell, Sir Cecil Clementi also rose from the ranks of the British Colonial Service, for it was in 1901 that he went out to Hong Kong to serve the Hong Kong Government as a young cadet.

Asia is Changing.

Furthermore, Sir Cecil Clementi, again like Sir Hugh and Sir George, is able to appreciate that Asia is changing and that Britons in Asia must, owing to reasons which we need not enlarge upon, change with the changing times, which remark brings us to the subject of this article.

Sir Cecil Clementi is now home-ward bound on holiday, but before he left Hong Kong for England he made some very interesting remarks to the members of the Hong Kong Chamber of Commerce regarding means to foster Sino-British friendship and so make Hong Kong a happy place for everyone to live in.

"It is, in my opinion," His Excellency declared, "absolutely necessary that a real attempt be made to break down the social barriers which now exist between the European and Chinese communities here resident, and that the leaders of both communities should unite to found, both in Hong Kong and Kowloon, social and sports clubs which would be meeting places for young men and women of all elements in the population."

Lead By Sultan Of Perak.

Sir Cecil Clementi's remarks are as applicable to Malaya as they are to Hong Kong. Indeed, they have an even wider application here as there are other large Oriental communities in Malaya besides Chinese, which statement reminds us that His Highness the Sultan of Perak is with Sir Cecil Clementi and with us in urging a "concord movement" between Britons and Orientals in Malaya. His Highness the Sultan of Perak, our readers will remember, declared at the annual fête at Kuala Kangsar the other day that he had organized those fêtes so that Britons and Malays might come together and so get to understand each other better. His Highness, very naturally, speaks and acts for his own people, but his action mentioned above is an indication to the rest of us as to what our action should be. It is that we Britons should take the lead in the matter of creating concord amongst all communities in Malaya and, as Sir Cecil Clementi has stated, such concord can be brought about by thrusting aside certain of the present social barriers which are out of date—social barriers between ourselves and the various leaders and cultured men of the Oriental community—and so making Oriental gentlemen feel that we are ready to treat them as friends and equals. Here we may add that a high official at the British Foreign Office told us last year in London that Asia was resentful of Europeans because of the "inferiority complex" and that that resentment might have far-reaching results. What have we Britons in Asia had in creating that feeling? We will leave that question unanswered and go on to say that we can all do much now to remove it by adopting the policy Sir Cecil Clementi has laid down.

(Continued at foot of next column.)

SINO-JAPANESE
RELATIONS.

OPINION IN JAPAN.

MANY LEADERS WANT WITH-
DRAWAL FROM SHANTUNG.PUBLIC FILLED WITH WAR
SPIRIT.

Tokyo, May 18th.

Japan's military adventure in Shantung Province already has proved a disastrous and expensive blunder and the sooner it is liquidated and the Japanese troops brought home the better it will be for the general interest of the Empire, says a *United Press* message.

This is the growing opinion of a majority of intelligent Japanese outside the Government who are free to talk as they think, but for obvious reasons will not be quoted.

One former high Government official, now living in retirement, said:—

"I believe the whole of Premier Tanaka's so-called 'positive policy' with regard to China was a mistake from the beginning. It now is bearing its logical fruit. We find ourselves involved in a situation in Shantung Province in which we stand to lose much and win little."

"In my opinion it would have been far wiser to evacuate our nationals in the interior of the province than to have undertaken—as we did—to defend them on the spot in Tsinan. The Government, failing to appreciate the potentialities of the situation, sent too small an expedition at first and the result was the tragic events of early this month which have cast a new and dark shadow on Sino-Japanese relations. Now, after scores of Japanese lives have been lost, we have upwards of 20,000 soldiers in the province and are at great expense to keep them there. The thing to do, I believe, is to liquidate the disaster as best we can and get our men back home."

In justice to the Tanaka Government it should be said that the former official quoted above always has been known as very favourable to the policy of "friendship and conciliation" toward China followed by the former Minister of Foreign Affairs, Baron Shidehara.

It is recalled here that the Imperial Government is going to have a great deal of trouble in settling the Tsinan affair. The Nanking Government, of course, must be held nominally responsible by Japan for the fighting and the killing of Japanese civilians and soldiers, as the attacks on Japanese were carried out by Southern soldiers—a part of the Nanking regime's armies.

Japanese leaders—outside the Government—admit there is little possibility that satisfactory monetary indemnification can be obtained from the Nanking regime; and they admit equally that any thought of a punitive expedition would be foolhardy even if Japanese public opinion demanded it.

The public as a whole, of course, has been filled with war spirit ever since the first sensational news of fighting at Tsinan between the Japanese expeditionary force and the Southern troops was shouted through the streets of Tokyo by newboys. To the man in the street, during the first fortnight of May, only one fact stood out—that Japanese had been killed by South China troops, presumably without justification, and that the national honour of the Empire must be upheld. The passing of time, however, is bringing a sober second sight and giving all classes a chance to study the situation on a practical basis. And as this considered public opinion is in the making it seems not unlikely that the majority of Japanese soon will come to view the whole incident as a tragic mistake, possibly to be classed with the tragedy of Japan's Siberian occupation and the massacre of Japanese at Nikolaievsk.

One day, perhaps, every big town in Malaya will possess a Concord Club where the leaders of all communities can meet on an equal footing and so get to know each other well, but, pending that desideratum, there are other ways by which can be arrived at. In this particular direction the leading Chinese of Ipoh have given all of us an excellent lead by way of the dinners they have given in honour of many of us when we have been going on leave. Such gatherings have always been most happy and have done a great deal towards creating understanding and sympathy between the leading men of the European and Chinese communities of Ipoh.

ANTI-JAPANESE DEMON-
STRATIONS.BANNER BEARER RECEIVES
HEAVY SENTENCE.

"DID IT FOR FORTY CENTS."

A Chinese who was arrested on Friday night in the vicinity of the Tokyo Hotel, Connaught Road C., appeared before Lt.-Col. F. Eaves at the Central Magistracy yesterday morning charged with conducting anti-Japanese demonstrations and carrying a banner with anti-Japanese slogans written on it.

The defendant was stopped and arrested by a Chinese detective, after doing his best to avoid being apprehended. Around him was a crowd of Chinese shouting, "Attack the Japanese."

On the banner was written:— "All Chinese people should rise at once against the Japanese, for their massacre of Chinese." This was followed by the words—"Issued by the anti-Japanese Affiliation."

Chief Inspector Detective Murphy, who was in charge of the case remarked to the Magistrate that nothing was known of such a Society by the Police.

When charged the defendant made a statement to the effect that he had been employed by an unknown person to carry the banner to Wing Lok Street. He could not read what was on the banner and said that he was promised forty cents for carrying it. He was in need of the money and consented.

C.D.I. Murphy, also mentioned the earlier demonstration in Wan-chai where there was stone throwing, and molesting of Japanese. Acts of the kind alleged against accused might lead to serious trouble, especially when the police were obstructed in maintaining law and order. "I ask your Worship," continued C.D.I. Murphy, "should you decide to convict, to take a serious view of the case. There have been many cases of this kind but this is the first case brought before the Court."

The demonstrations seemed to be confined to the coolie class.

"The Same Protection as a Britisher."

His Worship found defendant guilty, and in passing a sentence of nine months' hard labour said:—

"I am not, of course, concerned with any quarrel between the Chinese and Japanese nations. What I am concerned with is the maintenance of the peace in this Colony. It must be remembered that in a British Colony every person of whatever nationality is entitled to the same protection as a Britisher. The law will not tolerate any interference with foreigners living here, whose only desire is peacefully to pursue their lawful avocations. Your actions are calculated to breed the germs of public disorder, rioting, and possibly, ultimate, bloodshed. I must regard the matter seriously and therefore sentence you to nine months' hard labour and if for the next three months your associates at large refrain from carrying on this unlawful propaganda, I may, at the end of that period, advise the proper authority to commute the remainder of your sentence. In this sense you may regard yourself as a hostage for the good behaviour of your associates."

"Orators" Discharged.

Two other Chinese who appeared on a charge of delivering anti-Japanese speeches in the street were discharged, on the application of C.D.I. Murphy who remarked that there was no action to cover the circumstances of the case.

GANDHI FOR PEACE.

URGES HINDUS AND MOHAM-
MEDANS TO BE FRIENDS.

Bombay, May 20th.

Mahatma Gandhi announced today that he intended to launch a campaign for alliance between Mohammedans and Hindus, in an attempt to eliminate the waste of continual strife.

Over two hundred persons have been killed in communal battles in India during the past six months. The bone of contention has been the question of "muslim before the mosque." Hindu processions armed with stones and clubs have been routed past Mohammedan mosques, where music is forbidden. The Mohammedans in their turn have killed cows as the processions were passing, thus violating a tenet of the Hindu faith. The fights caused by these differences are increasing in intensity. *United Press*.

Wm. POWELL, Ltd.

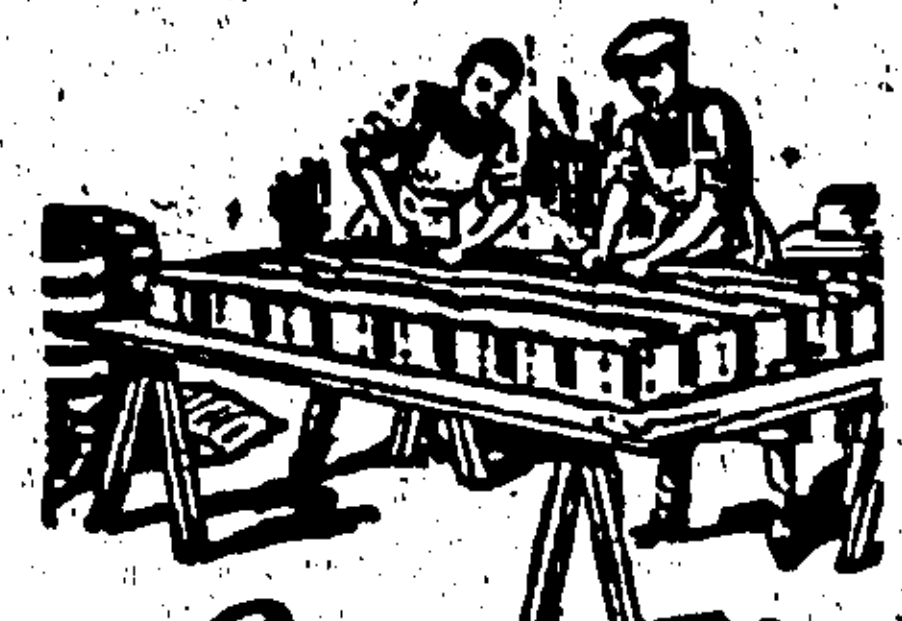
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THE BOOKSHOP.

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NEW ADVERTISEMENTS.

HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING OF MEMBERS will be held in the JOCKEY CLUB ROOM, HONG KONG CLUB ANNEX, TO-DAY (TUESDAY), 29th MAY, 1928, at 5.15 P.M.

By Order,
H. R. FORSYTH,
Acting Secretary.
[6312]

WILLIAM POWELL, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY SEVENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. LANE, CRAWFORD, LTD., Exchange Building, on SATURDAY, the 3rd JUNE, at 12 O'CLOCK NOON, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 29th FEBRUARY, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st MAY, 1928, to the 3rd JUNE, 1928, Both Days inclusive.

By Order of the Board of Directors,
A. C. HOWELL,
Secretary.
[6309]

MACAO RACES.

NINTH EXTRA RACE MEETING.

SUNDAY, 3rd JUNE, 1928.

FIRST RACE—1.30 P.M.

PUBLIC ENCLOSURE 40 Cents.
MEMBERS ENCLOSURE \$1.00.

RACE STEAMERS—

HONG KONG TO MACAO:
S.S. "SUI AN" 8.30 A.M.
S.S. "TAISHAN" 9.30 A.M.
MACAO TO HONG KONG:
S.S. "SUI AN" 3.30 P.M.
S.S. "TAISHAN" 6.30 P.M.

By Order,
S. W. CHENG
[6311]

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the London Commission of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 O'CLOCK A.M. on the 29th MAY, 1928.

The Tenders to state the Total Amount (in Pounds Sterling), No Telegraphic Transfer will be made for less than £100. The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 22 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity, and made for the general benefit of the Company."

H. G. RILEY, Lieut.-Colonel,
Treasury Chest Officer, R.A.F.C.
His Majesty's Treasury Office,
Hong Kong. [6310]

NOTICE.

I have appointed Mr. G. A. H. POTTS as my ATTORNEY to act for and on my behalf under the Style of ELLIS HAYIM Share and General Broker as from 1st JUNE, 1928.

ELLIS HAYIM.
28th May, 1928. [6308]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

OF THE VALUABLE LEASEHOLD PROPERTY Situate at MONGKOKTSUI in the DEPENDENCY OF Kowloon and Colony of Hong Kong and registered at the LAND OFFICE as KOWLOON INLAND LOT No. 1073.

TO BE SOLD ON TUESDAY, 29th DAY OF JUNE, 1928, AT 3 P.M.

Messrs. LAMBERT BROTHERS, Auctioneers,
At Their SALES ROOM,
8a, DUNDRELL ST., VICTORIA, HONG KONG.

For further Particulars and Conditions of Sale, Apply to—

Messrs. WOO & NASH, Solicitors,
4 & 6, QUEEN'S ROAD CENTRAL,
OR TO
Messrs. LAMBERT BROTHERS, Auctioneers,
No. 8a, DUNDRELL STREET,
Hong Kong, 23rd May, 1928. [6283]

INTIMATIONS.

ROYAL HONG KONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that the EXTRAORDINARY GENERAL MEETING previously advertised for FRIDAY, 25th MAY, at 6 P.M., for the purpose of confirming as a Special Resolution the Extraordinary Resolution passed on FRIDAY, 11th MAY, will be held at the Club House on TUESDAY, 29th MAY, at 6 P.M.

By Order of the General Committee,
R. J. VEENALL,
Hon. Secretary.
[6267]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Hong Kong Hotel, Hong Kong, on THURSDAY, 7th JUNE, 1928, at 12 Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the Year ended 30th APRIL, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 2nd JUNE, to FRIDAY, 8th JUNE, 1928, Both Days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers,
Hong Kong, 23rd May, 1928. [6305]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the Certificate No. 3467 dated 30th August, 1900, for 25 Shares of this Company Numbered 24851-24875 registered in the Name of Mrs. MARION LEGGE has been LOST or DESTROYED, and should this Certificate not be produced to the Company before the 1st JUNE, 1928, a New Certificate for the said Shares will be issued, and the Old Certificate No. 3467 will be thereafter treated by this Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers,
Hong Kong, 11th May, 1928. [6241]

FOR SALE.

NEWSPAPER PRINTING MACHINE. Is thoroughly Good Order. Capable of Printing Four Pages at One Time of the Average Size Newspaper. Apply Box 6117, c/o Daily Press Office. [6117]

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London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 29th, 1928.

PEKING AND THE PROVINCES.

The cables from Peking announce important successes by the Northern troops on the Peking-Hankow Railway. It is difficult to decide how far reaching these "victories" may be, or whether there have been victories in the military sense at all.

Some men are born great, some achieve greatness and some have greatness thrust upon them. The leaders in the Chinese civil war we imagine, all fall into the last category. They have greatness thrust upon them by their own publicity experts. When a victory is demanded, the cables are busily occupied for a few hours and reports of that victory are flashed to the ends of the earth. It is a simple and comparatively inexpensive method of waging war, and leads to a considerable amount of confusion among those who are endeavouring to follow events from a distance, but how far the general situation is affected by such strategy

it is impossible to determine. Nor is it necessary to spend much time upon the consideration of that aspect of the problem. The history of the past few years leads inevitably to the conviction that the troubles in China will never be settled by force of arms. If we have to wait for peace until one army, or group of armies has thoroughly suppressed all opposition and has been accepted as the ruling authority in the country we shall have to wait many a long day yet.

Chinese generals possess in such marked degree the ability to appear on the scene again and again after the most devastating defeats that it would be foolish to base hopes of a unified China upon their gradual elimination and the dispersal of the factions of which they are the nominal heads.

Political quarrels and the grouping which such quarrels entail are probably far more important in their results than actual warfare in China to-day. The issue which, after all, is one for the allocation of spheres of influence and the division of spoils will ultimately be settled by compromise and, in our opinion, the sign of a breaking up in Nationalist "unity" as represented by the fighting between the troops of rival generals at Wuchang is more significant than the news from the actual war front. The Nationalist group at the moment comprises the Christian General, the Shansi tupan, and the Nanking committee itself embracing both the followers of CHIANG KAI SHEK and the followers of the Kwangsi militarists. The Kwangsi militarists dominate Kwangtung, Kwangsi, Hunan and Hupeh, the chief leaders being Marshal LI TSAI HSIN and General WONG SHIU HUNG in Kwangtung and Kwangsi and General LI CHUNG-JEN and PAI CHUNG HSIA in Hunan and Hupeh. General PAI CHUNG HSIA is away on the Northern expedition and during his absence the forces of General LI CHUNG-JEN came to blows with those of General CHEN CHIEH a subordinate general controlling part of Hunan. It was at first reported that CHEN CHIEH, who by the way is the officer saddled with the direct responsibility for the outrages at Nanking, had been executed, but this report was apparently without foundation.

The incident is significant because it demonstrates the difficulty of maintaining a federation of the military forces of a number of provinces for the purpose of achieving an object in which those provinces are not all equally interested. It matters little from the point of view of China as a whole who gains control of Peking. The controller, whoever he may be, will have to be fighting constantly to maintain his position or come to some arrangement under which the rulers of the different provinces are given a very considerable measure of autonomy. It would be just as easy to make those arrangements now as twelve months hence.

A small fire broke out on the premises of the Dairy Farm in Wyndham Street, at 2.15 yesterday afternoon. The outbreak was soon under control and little damage was done.

WEATHER REPORT.

The weather report, forecast and remarks, issued by the Royal Observatory at 6 p.m. yesterday, stated:—

The anti-cyclone remains central over N.E. Japan. The Peking depression has deepened and the Hainan depression is unchanged. Local Forecast:—E. winds, moderate, generally overcast, some rain.

TO-DAY'S THE DAY.

To-day, according to authorities on the subject of the Pyramid Prophecy, something will happen which will mark the day for ever in the history of the world—something terrible, but not necessarily of apparent significance to the uninitiated. In fact, the prophets guard themselves with considerable skill.

The sign, which is to involve, sooner or later, the whole world in conflict so that all mankind (or those that are left alive) will rise up and say "There shall be no more war," may come by air, land, or water, as an "Act of God" or as an uprising of a handful of men. The sign need not of necessity be followed immediately by an outbreak of hostilities. Therefore, there is little reason why, when the next war breaks out, the British Israelites who have made themselves the sponsors of the pyramids, should not be able to lay a triumphant finger on the particular "sign" by which it was heralded. It is easy for them to say now that the Great War and all its outstanding features were recorded by the heaven-directed builders of the pyramids; if the pyramidophiles had been fortunate enough to decipher and publish these records before 1914 we should have more faith in their theories. It is however comforting that, according to the pyramids, the issue of the conflict will find the British Empire stronger and more glorious than it has ever been, and that the world will settle down to 200 years of peace and happiness. The combination of the British Israelites and the British Empire, however, seems a little suspicious.

The most extraordinary thing about the whole affair is the appeal it has made to the minds of otherwise reasonable people. Large sums of money have been raised at Home for the purpose of spreading the prophecy, and business houses here are complaining that trade has fallen off during this month in a fashion only explicable by a general feeling of unrest. When June 1st dawns and nothing has happened, these credulous folk will probably make their deferred purchases, unless, of course, the local prophets can discover some occurrence to-day which they can reasonably claim as the promised "sign."

KING'S BIRTHDAY PARADE.

REHEARSALS BY PUNJABIS AND MASSED BANDS.

A rehearsal for the King's birthday celebrations was held on the Marina ground, Kowloon, yesterday forenoon when about 400 men representing four companies of the 3/15th Punjab Regiment were on parade. The Band of the Punjabis was also present.

Movements in various formations were carried out by the troops, a feu de joie was fired and cheers were given.

The Marina ground is also the scene of practices by the Massed Bands which will take part in the celebrations. The four Bands of the Regimental units in the Colony, namely, the 2nd Battn. Scots Guards, 2nd Battn. K.O.S.B.'s, 1st Battn. Queen's Royal Regt., 3/15th Punjab Regt., take part in these practices in the mornings under the direction of Bandmaster, Fitz-Earle of the King's Own Scottish Borderers.

B. & S. STEAMER PIRATED.

(CONTINUED FROM PAGE 3.)

EXPERIENCES OF THE SECOND MATE.

Mr. Forster, the second officer of this ill-fated vessel, was too tired to give his own experience to our representative and he left the telling of it to Mr. Thompson. After learning what he had been through, one could not grudge him a little rest.

Mr. Forster, it appeared, was in his cabin when a pirate knocked at his door at 4.15. He opened and found himself face to face with a pistol. He nevertheless kicked the pirate who tried to hold him up and succeeded in knocking the weapon away. Just at the same time another pirate fired at him and missed him. Mr. Forster then got out of his cabin and ran round the saloon deck and eluded his pursuers. He went to the poop deck where he woke up Mr. Thompson.

"My Brother Shot." The two pirates who were pursuing Mr. Forster thought he had gone up to the bridge and they went after him. On reaching the top of the ladder, they saw the outline of a man and thinking that it was the runaway officer, the two pirates fired. One shot went through the heart of the man who fell. The robbers thinking that they have killed Mr. Forster, then left the bridge.

After the ship had got underway, the pirate chief went on the bridge and on turning the dead man round, found that his own men had shot his brother. "Oh my brother, they have killed," he said, and flung his gun into the water.

When the officers later saw a coffin being ordered by the pirates, it then dawned on them that the coffin was for the dead bandit.

This incident set the pirates against Mr. Forster and when they were taking him ashore in Bias Bay, they told him that they would shoot him, and as a preliminary punishment, the robbers made Mr. Forster do the rowing.

On looking round they saw that they were pursued. This put the pirates in a hurry and in their haste to get ashore they smashed the two boats against some rocks on the beach.

Mr. Forster's Lucky Escape. Just on the beach a pirate turned round and fired point blank at Mr. Forster. Luckily the bullet missed. Mr. Forster then ran toward a boulder, but from another boulder, some forty or fifty feet away, another pirate opened fire at him.

Mr. Forster at once dropped into the water as if he had been shot, but to the pirates' surprise and anger, Mr. Forster struck out toward his ship as soon as he touched the water. The pirates sent a fusillade after him, but all the shots went wide. Mr. Forster was then picked up by the pursuit party from the *Yueng Shing*. He returned to his ship with ugly bruises on his knees and body.

The Humorous Side Of A Tragedy.

Laughingly, Mr. Thompson told our representative that the piracy and the tragedy that following in its wake were not without a touch of humour. "There were many deck passengers sitting over a hatch, you know, and these people began to secrete the few dollars they had with them. They had nowhere to hide the money, so they dropped it into the hold through the crevices in the hatch. After the pirates had left, these men and women refused to budge. They claimed that any money found under the position in which they were sitting belonged to them. To pacify them the hatch was opened and in the hold several dollars were found. This money was all discoloured as well as the paint work. There was awful small in the hold and it was evident that the pirates had fumigated the holds with some sort of acid so as to smoke out anyone who might have been hiding them."

Where Is The General?

There was a Chinese general, Mr. Thompson said, travelling as a first class passenger. After the pirates had taken control of the ship, this general stood outside his cabin to see what the commotion was all about. Two pirates went into the general's cabin and ransacked it. They found a medal pinned on a coat which the general was wearing. They at once turned round to the general and asked him "Where is the general?" "The general, oh I will take you to him," said the proper general, and he took the two pirates for a walk around the ship. When he came to a dark corner, he successfully eluded the two robbers and went away to hide himself.

He is supposed to have thrown overboard about \$5,000 in notes which he was alleged to have had on his person. He then hid himself in the coal hold, from which he was taken in a semi-conscious condition when all was again quiet.

A Braggart Pirate.

One of the pirates in this band boastfully told Mr. Thompson that he had taken part in several piracies. He mentioned the *Sunning* and the *Hong Peng*, and from a description given by Mr. Thompson, the man appeared to resemble the pirate arrested in connection with the *Sunning* affair but eventually discharged.

INTERVIEW WITH SECOND ENGINEER.

MR. D. S. GOLDIE.

The Second Engineer, Mr. D. S. Goldie, was seen leaving the ship in company with Mrs. Goldie who had come to meet him, and very kindly gave a few interesting facts to the *Daily Press* reporter. He was in a hurry to get home, and could not say very much. He was down in the engine-room at the time, and a little after eight bells in the morning watch, when he was due to be relieved he came on deck, only to be confronted by a pirate with a revolver. Resistance was useless. He was taken to the mess where he found his fellow officers in the same predicament. The pirate who covered him with the revolver, spoke Chinese and later made signs which Goldie finally understood meant that he wanted his revolver. The pirate ransacked the cabin and found it. He also helped himself to other articles in the cabin. Later Mr. Goldie was sent down to the engine room and the other engineers, and saw little of what happened after that. However, he remarked that the Second Officer (Mr. J. G. Forster) was rather lucky. He was shot at on several occasions by the pirates, but fortunately all the shots went wide. Mr. Goldie said that he met the pirate chief who spoke excellent English.

HOW THE "YUENG SHING" FOUND OUT.

Second Officer P. F. Shaw, of the *Yueng Shing* said that their launch was at anchor in Samun Bay just off Bias Bay, when the signalman at the Signal Station on shore informed them that the *a.s. Tean* was heading towards Bias Bay in a suspicious manner. They immediately weighed anchor, cleared for action, and pursued the *a.s. Tean* to Bias Bay. On drawing close to the *Tean* they noticed that H.M.S. *Somme* was there at anchor. The *Tean* suddenly swung right around and headed for a little cove between Bluff Point and Lok Sui Point. There she stopped and as the *Yueng Shing* came up they fired several shots across the bows of the pirated ship. The pirates lowered two life-boats and made for shore. The *Yueng Shing* then came alongside the *Tean* and took control of her. Meanwhile two armed parties under Capt. W. H. Poole and Mr. Shaw were landed and pursued the pirates. It was rough at the time and one of the stolen life-boats was smashed while being beached. A suitcase, which contained the loot sank with the boat but was later salvaged. The pirates herded their captives ashore, and tried to escape inland. One of the prisoners was unable to keep up with them and he was pushed over a cliff, and fell to the bottom, a distance of 300 feet. He was found later by Mr. Shaw and taken back to the *a.s. Tean*. Meanwhile the pirates were pursued and shots were exchanged. The pirates saw that they were being overtaken and left their prisoners and fled, dispersing in all directions. Most of the loot was recovered and the passengers and officers were taken back to the ship. The *a.s. Yueng Shing* then accompanied the *a.s. Tean* to Hong Kong.

SUPERINTENDENT OF CHINESE CUSTOMS.

Among the passengers aboard the *a.s. Tean*, who were taken ashore by the pirates was Mr. Ping Kwan Foo, Superintendent of Chinese Customs at Hoihow. He was accompanied by a friend at the time, who was also taken prisoner. These two gentlemen were rescued by the party under Mr. P. F. Shaw.

The Loot.

The pirates were not very satisfied with the loot they made. It is estimated that the robbers' total haul was something about \$12,000, of which \$4,000 was in cash. The balance was made up of jewellery and clothing. When they were chased by the pursuit party from the *Yueng Shing* the pirates dropped a suitcase containing \$3,000 which has been recovered.

The European Passengers.

Among the three European passengers were Mr. and Mrs. Drummond. Mr. Drummond is connected with the A.P.C. at Hoihow and was coming to Hong Kong with his wife. It is understood that Mr. Drummond had been through a piracy ordeal previously. He was asleep last night and as our representative was told that he and his wife also have had a very trying time, he was not disturbed.

Several Suspects Detained. It is understood that several men were detained by the Police on suspicion.

THE VESSEL.

The *a.s. Tean*, is one of the China Navigation Company's and has for years plied between Haikow, Hoihow and Hong Kong. At the time she was carrying a cargo of cattle and general merchandise. The local Agents of the vessel are Messrs. Butterfield & Swire. She is commanded by Captain E. H. Histed, with Mr. J. Roberts as Chief Engineer. Other officers are: Chief Officer, Mr. A. Mills; 2nd Officer, J. G. Forster; 2nd Engineer, D. S. Goldie; and 3rd Engineer, Mr. J. J. Thompson.

NORTHERN OFFENSIVE OPENS ON TWO FRONTS.

NATIONALIST GOVERNMENT OF SHANTUNG.

THE SUCCESSOR TO KWANG FU.

SOUTHERN CONFERENCE ON ADMINISTRATION.

The Northerners, as hinted yesterday, are undoubtedly making a big push on both the Peking-Hankow and Tientsin-Pukow Railway fronts. The reports from the vernacular papers do not confirm *Reuter's* message yesterday of a defeat of the Southerners on the Peking-Hankow Railway. They state, however, that there is heavy fighting south of Wangtu, while a fierce battle is raging near Hoken. A *Reuter* message states that Shansi troops claim to have taken Kaikan on May 25th.

As the Nationalists are unable to set up any provincial government in Tsinan, the capital of Shantung, owing to the fact that the Japanese have the controlling hand in the government of the city, they have consequently reorganised the Shantung Provincial Government, and have moved its seat to Tsinan. The government becomes effective from to-day.

The Nationalist leaders have held a joint conference at Hanchow at which they discussed the attitude towards the Japanese that should be taken by the Nationalists when they reached Peking and Tientsin, and even Manchuria. The decisions of the conference have not yet been made public.

FENGTIEN OFFENSIVE.

(Wah Tsz Yat Pao).

SHANGHAI, May 28th.

The Fengtienese have been making a general attack on the Southerners in the Kin-Han Railway zone since the 25th inst. The battle line extends to the South of Wangtu. Firing is even heard at Peking.

Fighting has also re-opened in the Tientsin-Pukow Railway zone. Fierce fighting is reported near Hoken.

NORTHERN AEROPLANES.

(Wah Tsz Yat Pao).

SHANGHAI, May 28th.

According to a report from Peking, General Chang Hsueh Liang has ordered additional aeroplanes from Manchuria to assist in operations in the Kin-Han Railway zone.

NATIONALIST CONFERENCE.

(Wah Tsz Yat Pao).

SHANGHAI, May 28th.

General Tan Yen Kai, the Chairman of the Central Political Council, accompanied by Messrs. Chang Ching Kiang, Chen Ku Fu and Ho Cheng Chun, left Nanking for Hanchow yesterday morning. On the same afternoon they held a conference with Marshal Chiang Kai Shek and other military leaders, to discuss military, diplomatic and other problems. What result was reached by the conference is still unknown to outsiders, but it appears that they have arrived at a conclusive decision in dealing with diplomatic problems with Japan, should the Nationalists reach Peking and Tientsin, or even possibly Manchuria. As to the problem of appointing a successor to Mr. Hwang Fu, the Foreign Minister, the conference has also made its decision and as soon as General Tan Yen Kai returns to Nanking, it will be officially announced.

HWANG FU'S SUCCESSOR.

(Wah Tsz Yat Pao).

SHANGHAI, May 28th.

Since the resignation of Mr. Hwang Fu, the Nationalist Government is finding it difficult to appoint his successor. It is said that Mr. Tang Yuet Liang will be offered the post.

NEW SOUTHERN TROOPS.

[THROUGH REUTER'S AGENCY.]

HANKOW, May 27th.

Soldiers comprising the Nationalist army under General Pei Tsung Hsi are moving up the Peking-Hankow railway in large numbers.

The situation on the Yangtze and elsewhere remains unchanged.

BANDIT OUTRAGE IN KOREA.

JAPANESE OFFICER CARRIED OFF.

STRONG PROTEST TO AUTHORITIES.

[THROUGH REUTER'S AGENCY.]

TOKYO, May 28th.

The War Office reports that, as a result of a Manchurian bandit raid across the Korean frontier in the neighbourhood of Chukochin and Manpochin on the upper Yalu River, a Japanese subaltern has been captured, while several casualties have been suffered by the Japanese garrison.

Headquarters at Ryuzan have despatched a battalion to the scene of the outrage as a precaution against further trouble. At the same time a strong protest has been lodged with the local Chinese authorities, demanding that immediate steps be taken to rescue the officer. If this is not done the Japanese troops will be compelled to take whatever action they consider necessary to effect a rescue.

In the mean time two infantry battalions, a machine gun unit and some guns are being held in readiness to proceed to the scene in case of necessity.

MRS. FLORENCE KNAPP GUILTY.

SENTENCE DELAYED THROUGH ILLNESS.

TO BE SENT TO PRISON.

[REUTER'S AMERICAN SERVICE.]

ALBANY, May 27th.

Mrs. Florence Knapp has been found guilty of grand larceny, in the first degree of State Census funds.

Sentence has been postponed, pending the accused's restoration to health, but the Judge said he intended to send her to prison.

FATHER OF THE HOUSE.

U.S. CONGRESSMAN DIES.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 27th.

The death has occurred of Mr. Thomas S. Butler, the "Father" of the House of Representatives, and the chairman of the Naval Affairs Committee.

NAVAL PROGRAMME SHELVED.

WESTERN IRRIGATION INTEREST.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 27th.

Being anxious to adjourn on Tuesday, the Senate, by 44 votes to 22, decided not to discuss the \$274,000,000 Naval Programme Bill. This Bill is therefore temporarily shelved, as the immense Western irrigation project threatens to monopolise the few remaining hours of the present Congress, which reassembles in December.

OBITUARY.

RAJAH PUDEKOTA.

[THROUGH REUTER'S AGENCY.]

The death is announced by cable from Paris of Rajah Pudukota.

MOSQUITO VICTIMS.

CHAINED DOGS WORRIED TO DEATH.

[SYDNEY, N.S.W.]

Seldom, if ever, has a worse plague of mosquitoes been experienced in western New South Wales than is afflicting the district this season. Conditions are worst in the bush.

On one Lower Macquarie property a gang of burr-cutters had to quit work and retreat owing to the pest, and a gang of Chinamen has been engaged to try and complete the burr destruction. On another holding two dogs left on the chain at night were worried to death by mosquitoes.

Stock are almost driven mad by the pest, and for their relief owners are making smoke screens by burning green bushes, the stock coming for miles to where they can benefit by the smoke.

"ITALIA'S" S.O.S.

DIRIGIBLE IN DISASTER.

HELP IMMEDIATELY.

[THROUGH REUTER'S AGENCY.]

SAN FRANCISCO, May 28th.

A wireless message, presumed to be from the *Italia*, has been picked up here and at Portland between five and 7.40 yesterday morning.

The message was as follows: "S.O.S. dirigible *Italia* with Noble in disaster. Dirigible equipped wireless on wavelength 40.45 metres. Please help immediately."

Search Parties.

Oslo, May 28th.

Experts who are conferring with a view to determining the most likely spot where the airship *Italia* is to be found, are now considering the possibility that she landed in the northern part of Spitzbergen, or in New Friesland.

The famous explorer, Riser Larsen, interviewed by *Reuter's* correspondent, said that he had flying-boats big enough for patrolling and searching for the *Italia*. These could be flown to Tromsø and then conveyed by steamer to Spitzbergen.

He had broadcast a request to all intending Norwegian seal-catching and shooting expeditions in Franz Josef Land and the White Sea, and the adjoining stretches, to communicate with him in order to be ready to take supplies for the use of the Relief Expedition.

First Searcher Sets Out.

Oslo, May 28th.

The first of the *Italia* relief fliers, Lieutenant Holm, will take off from Horten for Tromsø this morning, where with his aeroplane he will embark on a steamer immediately for King's Bay.

On arrival there, he will at once commence an aerial search for the *Italia* round Spitzbergen.

Kingsbay, Spitzbergen, May 28th.

There is still no news of the *Italia* at midday. The wireless station here is continually communicating with the *Citta di Milano*, the parent ship of the *Italia*.

BIG VICKERS SURPRISE.

BOARD OF SUBSIDIARY COMPANY.

EIGHT DIRECTORS RESIGN.

Since the complete reorganisation of Vickers, Ltd., some two years ago, when important changes were made in the directorate and management, a remarkable recovery has been apparent in its affairs, and it has been assumed that all was proceeding smoothly.

A surprise was caused on April 27th, therefore, says the *City Editor* of the *London Morning Post*, by the announcement that eight out of twelve of the directors of one of its most important subsidiary companies, the Metropolitan Carriage, Wagon and Finance Company had resigned, owing to differences of opinion regarding the management policy.

The names of the directors who have resigned are Sir E. Wyldere Smith (Chairman), Mr. B. D. R. Docker (Deputy Chairman), Sir W. L. A. Goulding, Major J. R. Greig, Mr. J. T. Sanderson, Mr. B. H. Binder, Mr. M. B. C. Dewar, and Mr. L. Docker. Only one of them, Sir E. Wyldere Smith, is a director of Vickers, Ltd.

Those who were also directors of the Patent Shaft and Axletree Co. and the Willingforth Iron Co. have also resigned from the Boards of these subsidiaries.

Four New Appointments.

The Metropolitan Carriage, Wagon and Finance Company has an authorised capital of £10,675,000 of which £2,658,220 is issued, and practically the whole amount is held by Vickers, Ltd., giving that company absolute control of the affairs of the Metropolitan Company.

That company in turn incorporates and includes a number of other concerns engaged in the railway carriage and wagon business.

Messrs. Vickers, Limited, have made no statement as to the causes of the resignations, but merely announced the appointment of four new directors, two of whom are directors of Vickers, Limited, one being also the Secretary of the Company; another is the present manager of the Metropolitan Carriage, Wagon and Finance Company, and the fourth, Mr. R. C. Irwin, is the recently retired secretary of the London Midland and Scottish Railway.

RIOTS IN JUGO-SLAVIA.

HIGH FEELING AGAINST ITALY.

INFLUENCE OF LONDON BANKERS.

[THROUGH REUTER'S AGENCY.]

Tribune has broken out following

a series of anti-Jugo-Slavian demonstrations at Zara, Dalmatia, in the course of which a number of Italian Fascists pulled down and insulted Jugo-Slav flags, afterwards burning them.

Violent counter-demonstrations occurred to-day at Sebenico, Spalato and Laidach, and even Belgrade itself was not free of disturbances.

The windows of the Italian Consulate at Sebenico and Spalato, outside which the more serious trouble occurred, were broken.

The riots were worst at Sebenico, where the demonstrators smashed the glassfronts of several Italian shops and did other damage in spite of the efforts of the police and special troops which were called out to cope with the outbreak.

Nettuno Convention.

This serious anti-Italian demonstration in Jugo-Slavia, concerning which the Italian Minister at Belgrade has lodged a formal protest, is indicative of the disquieting situation centring round the so-called Nettuno Convention.

The latter is an Italo-Jugoslav agreement concluded in 1923, regulating numerous questions which were not settled by the peace treaties. Jugo-Slavia hitherto has not ratified the Convention, but the Premier, M. Marinkovich, recently submitted a ratification motion to the Skuptstina.

It was said that he took this action in consequence of the insistence of a London banking group that Italo-Jugoslav relations must be placed on a friendly and durable footing. This was made a condition of granting a loan to Belgrade.

The submission of the motion for ratification stirred up Jugo-Slav opposition, starting a violent press campaign against Italy. The recent rioting is ascribed to this.

Fascists Retaliate.

According to the newspapers, the Italian Fascists yesterday attacked the Jugo-Slav Consulate at Zara. They beat the staff, injuring M. Simitch, the Consul, to such an extent that he had to be taken to hospital.

ANOTHER OUTBREAK.

BUENOS AIRES, May 28th.

A powerful bomb explosion here is attributed to anti-Fascists. It wrecked the home of Cesar Asekura an ex-Lieut.-Colonel of the Italian army. There were no casualties.

MR. FORD AND LORD LEE.

WAR CABLE ABOUT 15,000 TRACTORS.

[LONDON, May 1st.]

"This is Mr. Henry Ford. He hasn't got a ticket."

The American motor-car manufacturer and his party were temporarily detained in the entrance hall of the Grafton Galleries, Grafton-street, New Bond-street, yesterday morning where an exhibition of art treasures valued at £1,000,000, which is being held by the British Antique Dealers' Association, was opened by Viscount Lee of Fareham.

The public were not admitted until the afternoon, but Mr. Ford was soon inside and was introduced to Lord Lee, who was Director-General of Food Production in 1917-18, and the following dialogue took place:

Lord Lee: So glad to meet you, because during the war I sent you a cablegram asking for 15,000 tractors.

Mr. Ford: Yes. I have got your cablegram framed in my office. I designed that tractor myself, and it took me a month to do it.

Lord Lee: They came just in time and saved the situation.

Mr. Ford went to the exhibition specially to see the collection of violins by Antonio Stradivari, as well as a guitar and a viola, by the same maker. An expert has valued this collection at £20,000.

THE INTERPORT.

HONG KONG TAIL WAGS.

GREAT PARTNERSHIP BY LEACH AND O'HARA.

[THROUGH REUTER'S AGENCY.]

Fine weather had greatly improved

the wicket by the time Hancock and Erskine continued Hong Kong's first innings in the interport cricket match in sunny weather.

An excellent partnership followed producing sixty-seven runs before Erskine was well caught by Divecha for forty-six including a brilliant hit for six to leg off Leach. Hancock played more subdued cricket and was favoured by luck, giving several chances which were not accepted. His thirty-two was an invaluable contribution.

Isaacs eventually secured the visiting skipper's wicket, leaving Jex not out, with two runs to his credit. Fourteen extras helped to bring the Hong Kong total up 186, the innings closing at 12.20 p.m.

Shanghai's fielding left much to be desired.

Facing a deficit of 56 runs Shanghai opened none too well, Divecha being dismissed for 7, while Millsome, who made 19, was out when the score stood at 35 for 2. A further disaster befel the home side when Barrett, with 20 to his credit, and looking set for the afternoon, also returned to the pavilion.

Leach's arrival was, however, the turning point in the game. With Quayle 40 runs were put on, and the fifth wicket was the score advanced to 129. Things were, however, going none too well for Shanghai, but then the great partnership with Dr. O'Hara began, the attack was thoroughly mastered, and for two hours the pair of them punished the bowling.

Reuter's describes O'Hara's innings as one of the best he has ever played. Once, however, three two were out a collapse set in. Palmer, a very promising player, had the bad luck to fall a victim to his first ball, one of Erskine's slow leg breakers, and the others did little.

Eskine, by the way, was in his best form again with the ball.

Requiring 233 to win, Hong Kong had a quarter of an hour's batting, Erskine and Hayward played out this very uncomfortable time—a *mauvais quart d'heure* for all the visitors.

Shanghai's first innings score has been officially revised and is now 129. It appears that Erskine bowled a no-ball, which Quayle hit for one run. The scorers counted this as one run and one no-ball.

Score:—

Shanghai—1st Innings.

M. J. Divecha, c Jex, b Musson 5
D. W. Leach, c and b Erskine 15
Lieut. Millsome, c Jex, b Reynolds 1
L. F. Stokes, l.b.w., b Musson 37
Capt. E. I. M. Barrett, c Jex, b Erskine 25
J. A. Quayle, c Hancock, b Erskine 11
W. Palmer, c Jex, b Erskine 2
Dr. W. E. O'Hara, not out 19
Sergt. Freshwater, c Hancock, b Musson 7
J. A. Isaacs, c Hayward, b Musson 0
E. G. Barnes, run out 0
Extras 7

Total 129

Fall of Wickets: 1/20, 2/20, 3/33, 4/75, 5/83, 6/98, 7/100, 8/113, 9/121, 10/129.

BOWLING ANALYSIS.

O. M. R. W.
Erskine 22 8 35 4
Musson 18.5 5 42 4
Reynolds 7 2 22 1
Quick 9 1 23 0

Hong Kong—1st Innings.

A. W. Hayward, c and b Erskine 42
O'Hara 8
E. C. Fincher, b Isaacs 8
Rex, c K. Quick, l.b.w., b O'Hara 4
Capt. A. N. Reynolds, c Freshwater, b Isaacs 6
Musson, c and b Leach 8
Owen Hughes, c Palmer, b O'Hara 11
Ramsay, b Isaacs 6
Hancock, b Isaacs 32
Sayer, b Isaacs 7
Erskine, c Divecha, b Leach 2
Jex, not out 2
Extras 14

Total 196

Fall of Wickets: 1/25, 2/35, 3/47, 4/71, 5/75, 6/94, 7/94, 8/108, 9/175, 10/186.

BOWLING ANALYSIS.

O. M. R. W.
Isaacs 31.1 8 64 4
Freshwater 13 4 16 0
O'Hara 30 17 41 3
Leach 18 6 51 3

Shanghai—2nd Innings.

Lieut. Millsome, b Reynolds 19
M. J. Divecha, run out 7
L. F. Stokes, b Reynolds 3
D. W. Leach, c Musson, b Erskine 80
J. A. Quayle, b Erskine 24

(Continued on next Column).

GREEK IMPASSE SOLVED.

GENERAL METAXAS' MOVE.

PURELY VENIZELIST PARTY.

[THROUGH REUTER'S AGENCY.]

ATHENS, May 27th.

The thought that the political situation had been cleared up was premature. It has been seriously re-entangled owing to the presence in Parliament of a purely Venizelist Party.

M. Metaxas, fearing to create the impression that he has joined Venizelos is endeavouring to secure the support of the Royalist Party, the Tsaldarists, but collaboration between the Royalists and the Venizelists is unacceptable to either.

In the meantime, Kafandaris and Michalakopoulos can only stick to the Republican flag, hence the new impasse.

LATER.

The Cabinet crisis has been solved. The late Cabinet has been reconstituted, and General Metaxas has accepted the support of the Venizelist party.

PLEDGE OF ETERNAL PEACE.

TURCO-AFGHAN PACT OF FRIENDSHIP.

TURKISH EMBASSY AT KABUL.

[THROUGH REUTER'S AGENCY.]

CONSTANTINOPLE, May 27th.

Coincident with the signing of a Turco-Afghan Pact of Friendship and Economic Co-operation, the Turkish Legation at Kabul has been raised to the status of an Embassy.

The Pact consists of nine articles and one Protocol of eternal peace. It is declared that each country is granted most-favoured-nation treatment.

There is no question of a Military Alliance, but Turkey undertakes to send to Afghanistan military legal and scientific experts.

Hikmet Bey, Secretary-General to the Presidency of the Republic, will be the first Ambassador to Kabul.

DOLORES DEL RIO.

SUIT FOR DIVORCE FROM HER MEXICAN HUSBAND.

[NEW YORK.]

Dolores Del Rio, the film star, has left Los Angeles for Mexico, her native land, where, she announces, she will file a suit for divorce from her husband, Jaime Del Rio.

She was accompanied by her attorney, who said that complaints of incompatibility would be laid before the court, after which Dolores Del Rio would return to Hollywood to await the legal period before a decree can be granted.

Her husband is in New York, where he came six months ago upon an alleged "trial separation." He wished to make his own career as a writer, he said, unhindered by his wife's famous name.

Both are members of wealthy Mexican families. Dolores Del Rio was 17 when she married and had just left a convent.

Capt. E. I. M. Barrett, b Quick 20
Dr. W. E. O'Hara, c Hancock, b Musson 06
W. Palmer, b Erskine 0
Sergt. Freshwater, c Hayward, b Erskine 11
E. G. Barnes, not out 1
J. A. Isaacs, c Hayward, b Erskine 0
Extras 13

Total 279

Fall of Wickets: 1/19, 2/35, 3/38, 4/52, 5/129, 6/248, 7/248, 8/268, 9/275, 10/275.

BOWLING ANALYSIS.

O. M. R. W.
Erskine 27.3 2 87 5
Musson 22 1 37 1
Reynolds 16 2 35 2
Quick 16 3 37 1
Owen Hughes, c and b Erskine 5 0 25 0

Hong Kong—2nd Innings.

Hayward, not out 6
Fincher, not out 6
Extras 1

Total 13

HONG KONG RACES.

SECOND DAY OF FIFTH EXTRA MEETING.

ONE THIRD BADLY TROUNCED BY PECK.

MR. CLARK WINS THREE RACES.

[By EARLY BIRD.]

The second day of the 5th Extra Race Meeting of the Hong Kong Jockey Club was concluded yesterday and the meeting was a success from every point of view. The principal surprise at the meeting was the defeat of One Third by Mr. Hynes and Mr. Mackie's pony Peck. I am firmly of the opinion that this over rated elongated specimen of a pony is "a stinker." Peck, cleverly ridden by Mr. Clark, forced Wong to push his mount before he came into the straight. There is no doubt that Clark had his measure to a nicety. It is quite plain that this pony has a yellow streak otherwise how can we account for his reversal of form compared with his meritorious performance at the last meeting when he ran away with the race in good time, beating badly the pony who reversed the decision on him to-day. I consider Mr. Hynes and Mr. Mackie are sporting gentlemen in every sense of the word for pitting their pony against another whose reputation was far in excess of their own contender on the performance of the pair when last opposed to each other.

I must congratulate Mr. Clark for his fine performance in winning three races out of four starts. Each pony had to be ridden very hard before commencing his race. Mr. Clark, I am told, is a perfect sportsman in a race.

Although the rain kept off the track was far from being in a condition conducive to fast and reliable times. Most of the ponies found it very difficult to run any thing near their proper form which had the effect in many cases of cramping their style, and causing a defeat which on a fast track would have been almost impossible.

OFFICIALS.

The officials for the meeting were:-

Patron.-H.E. Sir Cecil Clementi,

K.C.M.G.

Honorary Stewards.-H.E. Vice-

Admiral Sir Reginald Y. Tyrwhitt,

Bt. K.C.B. D.S.O. D.G.L. (Oxon),

H.E. Major-General C. C. Lyard,

C.B., C.M.G., Commodore J. L.

Pearson, C.M.G.

Stewards.-Mr. H. P. White

(Chairman), Hon. Mr. B. D. F.

Beith, Mr. R. M. Dyer, Sir Henry

Gollan, Kt., C.B.E., Hon. Mr. A.

C. Hynes, Hon. Mr. C. G. S.

Mackie, Hon. Mr. E. Pearce, Hon.

Mr. W. E. L. Shenton, Mr. F. Sut-

ton, Mr. P. L. Tester.

Clerk of the Course.-Hon. Mr.

C. S. Mackie.

Secretary.-Mr. C. B. Brown.

Acting Secretary.-Mr. H. R.

Forsyth.

Treasurer.-Messrs. Linstead and

Davies.

Judge.-Mr. D. E. Clark.

Assistant Judge.-Mr. P. Tester.

In Charge of the Scales.-Mr. H.

M. Dyer and Mr. H. R. Forsyth.

Starter.-Mr. W. D. Fiddes

Wilson.

Second Starter.-L. A. M. Bois-

ragon.

Headack.-Mr. F. Sutton.

Handicapper.-Mr. C. M. S.

Alves.

Timekeeper.-Mr. A. A. Alves.

Honorary Surgeon.-Dr. J. W.

Anderson.

Honorary Veterinary Surgeons.-

Major F. Hogg, R.A.V.C. and Mr.

L. Reidy, M.R.C.V.S.

THE RACING.

Race No. 1.

Two of the good things in Movanager and Wine Boy were beaten in the first race. Siang River won to pay a handsome dividend of \$40.70. Tazali ran second with Wine Boy filling the other berth.

Race No. 2.

San Francisco was beaten by the slightly superior Blackstone. Hall who was the public's fancy. Fifty Fifty ran well and finished third.

Race No. 3.

Although he was not returned the winner Sunning put up the best performance in this race. Mr. W. Hashim's mare carried 170 pounds, made all the running and was only beaten by half a length by his stable mate Man-of-War. Bright Prospect was third and you could have covered the three with a blanket as they passed the winning post loudly applauded by the spectators.

Race No. 4.

Peck won beating One Third who in my idea never looked like a winner at any part of the journey. Our little friend Mowgli collected third money.

Race No. 5.

Warlordship who was decidedly lame when going to the post won easily with As You Like It second and Copper Mine third.

Race No. 6.

Fanning Stag going strongly made Westlake step on it, but he could only finish second with Northern Stag close up for third place.

No. No. 7.

Thanks to the superior judgment of Mr. Clark Chatto romped home and paid his backers \$32.40. Erastwhile the favourite was second and Fair Eyes third.

Race No. 8.

This race was a triumph for the judgment of Mr. Usher who settled down in the rear and allowed San Diego to push along quietly until he entered the straight when he was given his lead and finally romped home and beat Blackstone.

THE RESULTS.

1.-Crocodile Stakes: Six Furlongs.

For China ponies, non-winning subscription griffins of this Club, of any season. Fifty Fifty another poor soul who had been well and truly started in a previous race succeeded in justifying his existence by being third.

2.-Cheung Chan Plate: Five Furlongs.

For China ponies that have started in Hong Kong at least twice since January 1st, 1928. Winners this year of one race (other than race confined to subscription griffins).

Mr. Ho Kom Tong's Blackstone Hall, 165 lbs. (Mr. Wong) 1
Mr. H. P. White's San Francisco, 168 lbs. (Mr. Charles) 2
Mr. Luen Yick's Fifty-Fifty, 155 lbs. (Mr. da Roza) 3

Also ran:-Tarmacadam (Mr. Reidy), Caesar (Mr. Proulx).
Won by a neck; a length.
Time: 1 min. 17.3 secs.
Pari-mutuel:-
Winner: \$9.60.
Places: \$5.50; \$5.60.

WINNER. Places.
Blackstone Hall 525
San Francisco 448
Fifty Fifty 62
Tarmacadam 58
Caesar 28

3.-Lantau Handicap, "B" Class: One Mile.

For China ponies.
Mr. Hee Cheong's Man-of-War, 151 lbs. (Mr. Clark) 1
Mr. Taze U's Bright Prospect, 144 lbs. (Mr. da Roza) 2
Mr. N. Hashim's Sunning, 170 lbs. (Mr. Charles) 3

Also ran:-Tangle (Mr. Reidy), As You Like It (Mr. Harriman), Full Moon (Mr. Proulx), Boukra (Mr. Usher), Damaged Goods (Mr. Erastwhile), Grey Knight (Mr. Miller).
Won by a short head; a neck.
Time: 2 min. 14 secs.
Pari-mutuel:-
Winner: \$14.60.
Places: \$7.50; \$12.70; \$16.30.

WINNER. Places.
As You Like It 147
Boukra 237
Bright Prospect 33
Man-of-War 367
Damaged Goods 5
Tangle 249
Grey Knight 33
Full Moon 61
Sunning 66

4.-Lantau Handicap, "A" Class: One Mile.

For China ponies.
Mr. Hee Cheong's Man-of-War, 151 lbs. (Mr. Clark) 1
Mr. Taze U's Bright Prospect, 144 lbs. (Mr. da Roza) 2
Mr. N. Hashim's Sunning, 170 lbs. (Mr. Charles) 3

Also ran:-Tangle (Mr. Reidy), As You Like It (Mr. Harriman), Full Moon (Mr. Proulx), Boukra (Mr. Usher), Damaged Goods (Mr. Erastwhile), Grey Knight (Mr. Miller).
Won by a short head; a neck.
Time: 2 min. 14 secs.
Pari-mutuel:-
Winner: \$14.60.
Places: \$7.50; \$12.70; \$16.30.

WINNER. Places.
As You Like It 147
Boukra 237
Bright Prospect 33
Man-of-War 367
Damaged Goods 5
Tangle 249
Grey Knight 33
Full Moon 61
Sunning 66

5.-Lantau Handicap, "C" Class: One Mile.

For China ponies.
Mr. Hee Cheong's Man-of-War, 151 lbs. (Mr. Clark) 1
Mr. Taze U's Bright Prospect, 144 lbs. (Mr. da Roza) 2
Mr. N. Hashim's Sunning, 170 lbs. (Mr. Charles) 3

Also ran:-Tangle (Mr. Reidy), As You Like It (Mr. Harriman), Full Moon (Mr. Proulx), Boukra (Mr. Usher), Damaged Goods (Mr. Erastwhile), Grey Knight (Mr. Miller).
Won by a short head; a neck.
Time: 2 min. 14 secs.
Pari-mutuel:-
Winner: \$14.60.
Places: \$7.50; \$12.70; \$16.30.

WINNER. Places.
As You Like It 147
Boukra 237
Bright Prospect 33
Man-of-War 367
Damaged Goods 5
Tangle 249
Grey Knight 33
Full Moon 61
Sunning 66

6.-Whitson Plate: 1 1/4 Miles.

For China ponies that have started in Hong Kong and/or Macao in 1928, \$500 or over in cash prizes.
Hon. Mr. A. C. Hynes and C. Gordon Mackie's Peck, 157 lbs. (Mr. Clark) 1
Mr. Three's One Third, 150 lbs. (Mr. Wong) 2
Also ran:-Mowgli (Mr. L. Reidy).
Won by three lengths; many lengths.
Time: 3 min. 41.2-3 secs.
Pari-mutuel:-
Winner: \$17.70.
Places: \$9.70.

WINNER. Places.
One Third 712
Peck 297
Mowgli 153

MACAO RACES.

NEXT SUNDAY'S MEETING.

ENTRIES AND HANDICAPS.

The following are the entries for the ninth extra race meeting of International Race and Recreation Club of Macao, Ltd., to be held on Sunday, June 3rd.

THE JUNE NOVICES RACE: ONE MILE.-Mr. L. Reidy's Isostacy, Mr. Topside's Cavier, Mr. Tang's Sutherland, Mr. S. W. Hee's Ching Hoi, Mr. R.C.'s Glenmerin, Mr. S. Y. Liang's Six Hundred, Dr. P. N. Cheng's Fir Dee, Mr. F. Usher's Castle, Mr. H.T.C.'s Caesar, Mr. Moon's Full Moon, Dr. S. T. Wong's Fair Eyes, Mr. Yam Man's May, Mr. Lee Wan's Warlordship, Mr. Eve's Festive Eve, Messrs. Kiangwan & Co.'s Sugar Loaf.

THE TRIAL HANDICAP "A," "B," "C" AND "D" CLASSES: SIX FURLONGS.-Messrs. Dunbar and Reidy's Tarmacadam, Mr. Reidy's San Diego, Mr. Hashim's Sunning, Mr. Hee Cheong's Man of War, Mr. Topside's Cavier, Mr. Tang's Sutherland, Mr. S. W. Hee's Ching Hoi, Mr. R.C.'s Glenmerin, Mr. S. Y. Liang's Six Hundred, Dr. P. N. Cheng's Fir Dee, Mr. S. W. Hee's Ching Hoi, Mr. F. Usher's Castle, Mr. H.T.C.'s Caesar, Mr. Moon's Full Moon, Dr. S. T. Wong's Fair Eyes, Mr. Yam Man's May, Mr. Lee Wan's Warlordship, Mr. Eve's Festive Eve, Messrs. Kiangwan & Co.'s Sugar Loaf.

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Pres. Jackson, Tues. June 26th
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Pres. Adams, Sun. July 15, 8 a.m.
Pres. Bayes, Sun. June 17, 8 a.m.
Pres. Garfield, Sun. July 29, 8 a.m.
Pres. Tolk, Sun. July 1, 8 a.m.
Pres. Harrison, Sun. Aug. 12, 8 a.m.

To Manila
Pres. Madison, June 14th, 6 p.m.
Pres. Pierce, June 14th, 6 p.m.
Pres. Jackson, June 14th, 6 p.m.

Pres. Taft, June 23rd, 6 p.m.
Pres. McKinley, July 3rd, 6 p.m.
Pres. Jefferson, July 7th, 6 p.m.

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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 28th.			
Previous Day	On Date at 3 p.m.	On Date at 6 a.m.	On Date at 9 p.m.
Barometer...	29.55	29.73	29.74
Temperature...	85	74	76
Humidity...	80	80	78
Wind...			
Direction...	E	ENE	E
Force...	3	3	3
Weather...	C	OD	O
Rain...	0.06	0.00	0.07
Highest open-air Temperature, 27th: 87			
Lowest open-air Temperature, 28th: 74			
Blue sky: C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squall; R=Rain; T=Thunder.			

HONG KONG TIDE TABLE.

From May 29th to June 4th, 1928.			
High Water		Low Water	
Days of Week	Month	Days of Week	Month
Tues. 29	7 7 52 m 0 6 10	Tues. 29	7 7 52 m 0 6 10
Wed. 30	7 25 56 m 0 8 21	Wed. 30	7 25 56 m 0 8 21
Thurs. 31	7 44 59 m 1 9 32	Thurs. 31	7 44 59 m 1 9 32
Fri. 1	8 23 47 m 1 39 24	Fri. 1	8 23 47 m 1 39 24
Sat. 2	9 10 40 m 2 52 18	Sat. 2	9 10 40 m 2 52 18
Sun. 3	10 24 44 m 3 29 14	Sun. 3	10 24 44 m 3 29 14
Mon. 4	11 59 42 m 4 3 11	Mon. 4	11 59 42 m 4 3 11
	11 59 42 m 4 3 11		11 59 42 m 4 3 11

INTERPORT TENNIS.

MORE SHANGHAI WINS.

[THROUGH REUTER'S AGENCY.]

Two more victories were recorded for Shanghai in the Interport tennis.

Mrs. Pearson and Mrs. Elmore defeated Mrs. Miles and Miss Lo 6-1, 2-0, 7-5.

Duck and Roberts beat Redmond and Yew Man Kit 12-10, 6-2.

LAWN TENNIS.

CHINA BADLY BEATEN.

[REUTER'S AMERICAN SERVICE.]

KANSAI, CITY, May 28th.
In the Davis Cup matches here John Hennessy beat Paul Kong, 6-1, 6-0, 6-1, and George Lote beat Gordon Lum, 6-3, 6-2, 6-0.

BRITISH TENNIS TRIUMPH.

VICTORY IN LADIES' DOUBLES.

OTHER FINALISTS.

[THROUGH REUTER'S AGENCY.]

PARIS, May 27th.
Britain won the French Hard-court Women's Doubles Championship to-day when Mrs. Watson and Miss Eileen Bennett defeated Madame Lafaurie and Mademoiselle Dove in straight sets, 6-0, 6-2.

In the semi-finals of the Mixed Doubles, F. T. Hunter and Miss White (America) defeated Hawkins and Miss Boyd (Australia) 6-3, 7-5. H. Cochet and Miss Bennett defeated R. Lacoste and Mademoiselle Bourgeois, 6-4, 6-1.

The Men's Doubles will provide an all-French final as the result of to-day's semi-final games. Borotra and Brugnon defeated Landry and Thurneysen by three sets to one, 6-6, 3-6, 6-2, 6-3. Cochet and De Buzet defeated Gregory and Kingsley (Britain) by three sets to one, 6-4, 6-1, 5-7, 7-5.

PHILIPPINE LIGHT HOUSES.

MANILA PAPER'S SHARP CRITICISM.

GOVERNOR-GENERAL STIMSON DISSATISFIED.

Governor General Stimson is reported to have felt indignant when he found "an elaborate office and mansion for the three lighthouse keepers but only a farm oil lamp to keep the ships off." Tubbataha reef, says the Manila Times. If he would pay a visit to other light-houses in the Philippines he surely would find similar conditions—lights that are anything but safe guides to navigating light-houses.

The Tubbataha lighthouse lies on the path of interisland and ocean-going ships, particularly of those on the Manila-Singapore, Manila-Saigon and Manila-Zamboanga routes. It has been the scene of many a maritime disaster. The memory and shadows of the Fernando Po, Eyrement Castle and Hondaqua still haunt the place and ghost-like they serve as a warning to other ships and sailors.

When these tragedies are recalled and the fact is borne in mind that the bureau of commerce sent some of its high officials abroad, to observe and study foreign light-houses; when finally, thousands of pesos are appropriated yearly for lights and beacons in the Philippines and the Governor General finds one of the important light-houses improperly illuminated, it is time that those in charge with their keeping and administration be placed in the balance and if found wanting, be dealt with accordingly.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON, STRAITS & PHILIPPINES.

The Steamship "HENVORLICH."

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., wharves and/or from the wharves. Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June, 1928, will be subject to Rent. All Claims against the steamer must be presented to the Underwriter on or before the 10th June, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hong Kong, 24th May, 1928. (6302)

N.Y.K. Special Summer Excursion Tickets.

For Eastern residents and those who have come thus far from home should not miss the opportunity of taking a trip to Japan, as the N.Y.K. are offering Special Reduced Round-trip Rates as follows:—

From Hong Kong to SHANGHAI and Return H.K.	\$120.00
" " " NAGASAKI " " "	165.00
" " " KOBE " " "	210.00
" " " YOKOHAMA " " "	235.00

Validity of Tickets—3 Months.

Period of Issue—From 11th JUNE to 31st SEPTEMBER.

For Further Information Please Apply to

NIPPON YUSEN KAISHA,

Hong Kong. No. 8, CONNAUGHT ROAD CENTRAL. Phone C. 292

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

"GREYS TOKE CASTLE" ... Sails on/or about 28th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE for BRINDISI, VENICE AND TRIESTE (FIUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.

LONDON ... £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ESQUILINO" ... Sails hence on/or about 31st June
M.V. "ROMOLO" ... Sails hence on/or about 18th July

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

M.V. "REMO" ... Sails hence on/or about 1st June
M.V. "VIMINALE" ... Sails hence on/or about 28th June
M.V. "ESQUILINO" ... Sails hence on/or about 24th July

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" ... Sails from Calcutta 1st June

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—
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Agents.

Telephone: Central 1030.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "LUDENDORFF" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd June, 1928, will be subject to Rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 1st June, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before 17th June, 1928, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.

Hong Kong, 27th May, 1928. (6308)

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamship "EPALZ" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 31st of May, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe at 10 a.m. on the 29th of May, 1928.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized. Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature. JEBSEN & CO., Agents. Norddeutscher Lloyd, Bremen, Hong Kong, 24th May, 1928. (6300)

BRITISH INDIA S.S. CO., LTD.

FROM KOBE.

THE Steamship "PALMA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 30th May, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Hong Kong, 23rd May, 1928. (6287)

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "PEMBROKESHIRE" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 1st June, 1928, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 31st May, 1928, at 10 a.m. Claims against the Steamer, including those for Cargo short, delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by the Underwriter. JARDINE, MATHESON & Co., Ltd., Agents. Hong Kong, 25th May, 1928. (6303)



QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE BETWEEN HONG KONG AND JAVA

SOUTH BOUND.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON	FOR
TJISONDARI	S'HAL, K'LUNG & AMOT	28th May	30th May, 4 p.m.	BATAVIA
TJIBODAS	DALST, AMOT	4th June	6th June, 4 p.m.	MAKASSAR, SOERABAYA, BATAVIA
TJIKEMBANG	S'HAL, K'LUNG & AMOT	11th June	13th June, 4 p.m.	BATAVIA
TJIMANOEK	DALST, AMOT	18th June	20th June, 4 p.m.	BATAVIA
TJIKARANG	S'HAL, K'LUNG & AMOT	25th June	27th June, 4 p.m.	BATAVIA

NORTH BOUND.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON	FOR
TJIPANAS	JAVA, MANILA	27th May	30th May	SWATOW, SAIGON
TJISALAK	JAVA, MAKASSAR	4th June	6th June	AMOT, N. CHINA
TJIKARANG	BATAVIA	7th June	10th June	AMOT, SHANGHAI, K'ELUNG, AMOT, N. CHINA
TJITAROEM	JAVA, MAKASSAR	18th June	20th June	

EXCURSIONS TO JAVA

The regular service of the Java-China-Japan-Lijn steamers from Hong Kong to Java, and vice-versa, offers a splendid opportunity for excursions to Java (the Pearl of the East) and to other parts of the Dutch East Indies.

Famous for craters and volcanoes, delightful scenery, invigorating hill resorts, excellent sporting facilities.

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Excellent accommodation for passengers.

Wireless telegraphy.

Hong Kong to Batavia (7 days)
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For particulars apply to:

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Telephone C. 1574.

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INCLUDING

HUGO STINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE. CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS. FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

M.V. "VOGTLAND" ... due here on or about the 2nd June
S.S. "HINDENBURG" (Calling at Takao) ... due here on or about the 14th June
M.V. "ALBERT VOEGLE" ... due here on or about the 13th June
M.V. "BHEIN" ... due here on or about the 1st July
S.S. "OLDENBURG" ... due here on or about the 7th July

HOMEWARD.

Sailings for Europe via Manila, Singapore Colombo & Port Said:—

M.V. "ERMLAND" ... sailing from here on or about the 3rd June
S.S. "ALBERT VOEGLE" ... sailing from here on or about the 14th June
M.V. "BHEIN" ... sailing from here on or about the 1st July
S.S. "OLDENBURG" ... sailing from here on or about the 7th July

Calling at Genoa, Marseilles, Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

12, FIDELITY STREET

Tel. C. 8225.
Tel. C. 4754.

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	YUNNAN	On 30th May	6 a.m.
HONGKONG, PAKHOI & HAIKONG	YUNNAN	On 31st May	10 a.m.
SWATOW & SHANGHAI	YUNNAN	On 31st May	Noon
SHANGHAI & TIENTSIN	YUNNAN	On 31st May	6 a.m.
AMOI, SWATOW, SINGAPORE & HONGKONG	KIANGSU	On 3rd June	6 a.m.
SWATOW & HONGKONG	KIANGSU	On 3rd June	Noon
SWATOW, SHANGHAI, NEW CHINA & DALNY	LIANGSHOW	On 3rd June	Noon
AMOI, SHANGHAI & TIENTSIN	SUIYANG	On 4th June	6 p.m.
WHEATWAT, CHEFOO & TIENTSIN	HUICHOW	On 5th June	6 a.m.
SHANGHAI	HUICHOW	On 6th June	6 a.m.
SWATOW & SHANGHAI	CHENAN	On 7th June	Noon
AMOI, SWATOW & SINGAPORE	ANHUI	On 10th June	9 a.m.
SWATOW & HONGKONG	KAYING	On 10th June	Noon
WHEATWAT, CHEFOO & TIENTSIN	KUEICHOW	On 12th June	4 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To

\$60 SINGLE and \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, TELEPHONE CENTRAL 35.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

SHIP	DEPARTURE	ARRIVAL
CHANGTE	8th June	15th June
TAIPING	10th July	17th July
CHANGTE	7th August	14th August
TAIPING	7th September	14th September

For Freight and Passage Apply to— BUTTERFIELD & SWIRE, TELEPHONE CENTRAL 35.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
"AMERICAN & MANCHURIAN LINE"
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"ADRASTUS"	Via Suez Canal	4th June
"CITY OF NEWCASTLE"	Via Suez Canal	12th June
"HELENUS"	Via Suez Canal	23rd June
"CITY OF OSAKA"	Via Suez Canal	13th July
"DARDANUS"	Via Suez Canal	27th July
"CITY OF EVANSVILLE"	Via Suez Canal	10th August
"LYCAON"	Via Suez Canal	34th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG, HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TC

BOSTON

AND

NEW YORK

M.V. "JAPANESE PRINCE" ... 5th June
M.V. "CHINESE PRINCE" ... 29th June

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3185.

(Incorporated in Great Britain)

Telegrams: Furprince.

King's Building.

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MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles	For Shanghai and Japan
SPHINX ... 5th June	SPHINX ... 5th June
ANGERS ... 19th June	ANGERS ... 19th June
PAUL LEBON ... 3rd July	PAUL LEBON ... 3rd July
ANDRE LEBON ... 17th July	ANDRE LEBON ... 17th July

From Dunkirk, Antwerp, London	For Marseilles
MIN (Cargo) ... 23rd June	SPHINX ... 5th June
	C. MITZINGER ... 19th June
	SPHINX ... 3rd July
	ANGERS ... 17th July

For Shanghai, Japan and North China	For Rotterdam, Hamburg, Dunkirk
MIN (Cargo) ... 23rd June	CAPT. FAURE (Cargo) 10th June

For full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES,

Telephone: C. 651 and 740.

3, Queen's Building.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

May 27th.

Anagisa Maru, Japanese str., 2,304 tons, Capt. Y. Saito, from Port Redon, which port she left on May 24th, lying at Kowloon Bay.—M.B.K.
Englee, Chinese str., 863 tons, Capt. H. Maki, from Dairen, which port she left on May 21st, with rice and general cargo, lying at buoy No. C16.—Yue Tai Hong.
Hafthor, Norwegian str., 781 tons, Capt. E. R. Hannevig, from Bangkok and Kohsichang. The latter port she left on May 21st, with rice and meal, lying at buoy No. C43.—Lee Bing Kee.
Hermud, Norwegian str., 840 tons, Capt. L. Th. Paulsen, from Bangkok and Kohsichang. The latter port she left on May 21st, with a general cargo, lying at buoy No. C44.—Thoresen & Co.
Ludendorff, German str., 4,972 tons, Capt. V. Wulleveber, from Sabang and Singapore. The latter port she left on May 21st, with a general cargo, lying at Kowloon Wharf.—Jensen & Co.
Maji Maru, Japanese str., 2,201 tons, Capt. Y. Seojima, from Shanghai, which port she left on May 23rd, with a general cargo, lying at Kowloon Wharf.—N.Y.K.
New Zealand, British str., 1,501 tons, Capt. A. H. Bathurst, from Shanghai and Swatow, with 1,354 tons of rice for Canton, lying at buoy No. B12.—B. & S.
Sun Sei Kai, 242 tons, Capt. Hau Fuk, from Kwong Chow Wan, with a general cargo, lying at buoy No. C42.—Sui Sang S.S. Co.
May 28th.
Empress of Asia, British str., 3,783 tons, Capt. A. J. Hailey, from Manila, which port she left on May 25th, with a general cargo, lying at Kowloon Wharf.—Canadian Pacific S.S. Ltd.
Hanni, French str., 630 tons, Capt. L. Cruchot, from Port Bayard, with a general cargo, lying at Stonecutters.—M.M.
Hinwah, Chinese str., 1,358 tons, Capt. M. P. Jensen, from Shanghai and Amoy, with a general cargo, lying at China Merchants' Wharf.—C.M.S.N. Co.
Kanamaru Maru, Japanese str., 3,624 tons, Capt. T. Takada, from Buenos Aires and Singapore. The latter port she left on May 23rd, with a general cargo, lying at buoy No. A3.—N.Y.K.
Kama Maru, Japanese str., 7,364 tons, Capt. S. Enya, from London, which port she left on April 30th, with 393 tons of general cargo for Hong Kong, lying at Kowloon Wharf.—N.Y.K.
Kwang Sang, British str., 1,428 tons, Capt. A. D. Kelman, from Tsingtao, Shanghai and Swatow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.
President Lincoln, American str., 5,359 tons, Capt. H. L. Jodes, from Manila, which port she left on May 25th, with 2,000 tons of general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.
Prominent, Norwegian str., 1,377 tons, Capt. H. Jensen, from Saigon, which port she left on May 24th, with a cargo of rice, lying at buoy No. B38.—Wo Fat Shing.
Stanning, British str., 1,570 tons, Capt. B. Robertson, from Canton, with a general cargo, lying at buoy No. B6.—B. & S.
(Continued on next Column).

PASSENGERS.

Arrivals.

The following cabin passengers arrived yesterday by the R.M.S. *Empress of Asia*—For Hong Kong: Mr. Low Kuan, Mrs. G. D. Templeton and two children, Mr. D. M. Darry, Mr. and Mrs. W. C. Wanz, Miss Wanz, Phys. and Mme. K. Part, Mr. A. Lopes, Phys. C. Raksh, Miss M. A. Lopes, Mrs. C. H. Gray, Mr. F. E. Devoto, Mr. and Mrs. C. L. Siow, Mr. Ang Kai, Mr. U. Khennand, Mr. C. B. Kinney, Mr. B. Violante, Mr. G. Nocera, Miss P. Camacho, Mr. F. H. Dillon, Mr. Foo Ng, Mr. Kiu Chin, Mr. and Mrs. A. Larena, Miss Evelyn Nelson, Miss Edna Nelson, Mr. Quen Wah, Miss H. Yates, For Shanghai: Mrs. R. V. Fernandez, Miss H. Quiegue, Mr. and Mrs. R. F. Lorengan, Mrs. R. de Chofre, Miss N. Chofre, Mrs. R. de Chofre, Miss C. D. Aceda, Mr. E. B. Willis, Mr. C. A. Gunn, Mrs. C. A. Gunn, Master A. Gunn, Mr. V. Ruviver, Mrs. N. K. Hevia, Mrs. K. A. K. Dixon, Mr. and Mrs. T. Carpio, For Kobe: Mr. S. Shoji, Mr. and Mrs. H. Katomi, For Yokohama: Mr. E. Stone, Mr. and Mrs. E. Dinglass, For Vancouver: Mr. A. W. Robertson, Mr. and Mrs. R. D. Craig, Mr. and Mrs. V. P. Reinste, Mr. A. G. Tait, Justice, Mrs. C. A. Johns, Miss B. E. Johns, Miss N. E. Johns, Mr. L. A. Levensler, Mr. and Mrs. D. A. Heath, Miss G. E. Johns, Mr. E. Cooper, Mr. C. E. Kham, Mr. J. M. Grey, Mr. F. Y. Matias, Mr. J. J. Commina, and Mr. and Mrs. R. Hayles.
The following passengers arrived yesterday by the *President Lincoln*, from Manila, for Hong Kong: Mr. Harry Edmonds, Mrs. Florence Edmonds, Mr. May C. Pui, Mr. Alfonso Z. Syrip, Mr. Bernardo Zipper, For Shanghai: Mr. Thomas L. Gore, For Seattle: Mr. Howard M. Cavender, Mrs. Dorothy C. Cavender, Mr. Howard M. Cavender, Jr., Mr. James C. Cooper, and Mr. Francisco Sacay.
(Continued on next Column).

CLEARANCES.

May 28th.

Cheungong, for Shanmei, Englee, for Canton.
Hingwah, for Canton.
Hydrangea, for Swatow.
Kanamaru Maru, for Kobe.
Kama Maru, for Shanghai.
Kwang Sang, for Canton.
Lee Cheong, for Shanmei.
Ludendorff, for Shanghai.
Maji Maru, for Singapore.
President Lincoln, for Shanghai.
Shin Hing, for Macao.
Sunning, for Shanghai.
Taiyo Maru, for Shanghai.
Zosma, for Shanghai.

The following cabin passengers arrived here on May 28th by the *Kama Maru* from London and ports:—Mr. D. C. M. Baudhuin, Miss A. B. Cloud, Mr. J. H. Garden, Mrs. J. N. Garden, Miss F. Garden, Mr. J. J. Handelsman, Mrs. J. Handelsman, Master W. D. Handelsman, Mr. W. H. John, Mr. O. Y. S. Lyon, Dr. J. H. Montgomery, Mr. W. Martin, Mr. H. H. Madill, Mrs. M. Purchase, Miss M. N. Purchase, Miss B. E. Purchase, Mr. E. J. Strangell, Mr. C. H. Wilkinson, Mr. R. Aoki, Rev. W. Ailing, Mr. G. O. Armstrong, Dr. E. E. Carl, Mr. and Mrs. W. C. Divers, Master S. Divers, Master E. W. Divers, Miss B. W. M. Divers, Mrs. S. Furuya, Mr. C. Gejo, Mrs. S. Gejo, Miss B. E. Gejo, Master Y. Gejo, Miss C. Gejo, Mr. O. A. Hansen, Mrs. J. M. Hansen, Miss V. I. Hansen, Master N. H. Hansen, Mr. Kanitani, Mr. K. Kimura, Mr. Y. Konde, Mr. T. Kojima, Mrs. C. Morisaki, Mr. S. Matsui, Mr. K. Maeda, Mrs. H. Maeda, Mr. K. Nakagawa, Mrs. M. Nakagawa, Master M. Nakagawa, Mr. J. Nakamura, Mr. K. Nagashiro, Mrs. Osada, Miss M. Osada, Mr. R. Pordorf, Mr. S. Sakai, Mr. Y. Sato, Mr. K. Sugimori, Mr. K. Suzuki, Mr. Y. Tachibana, Mr. T. Tatsuami, Mr. S. Takeuchi, Mr. S. Takashi, Mr. T. Takass, Mrs. S. Takase, Master H. Takase, Master A. Takase, Mr. E. Unite, Mr. R. Yoneda, Mr. M. Yasuda, Mr. F. Yonezawa, Mr. S. Yokoyama, Mrs. S. Yamada, Master H. Yamada, Mrs. M. Landowski, Mr. S. Matsumura.

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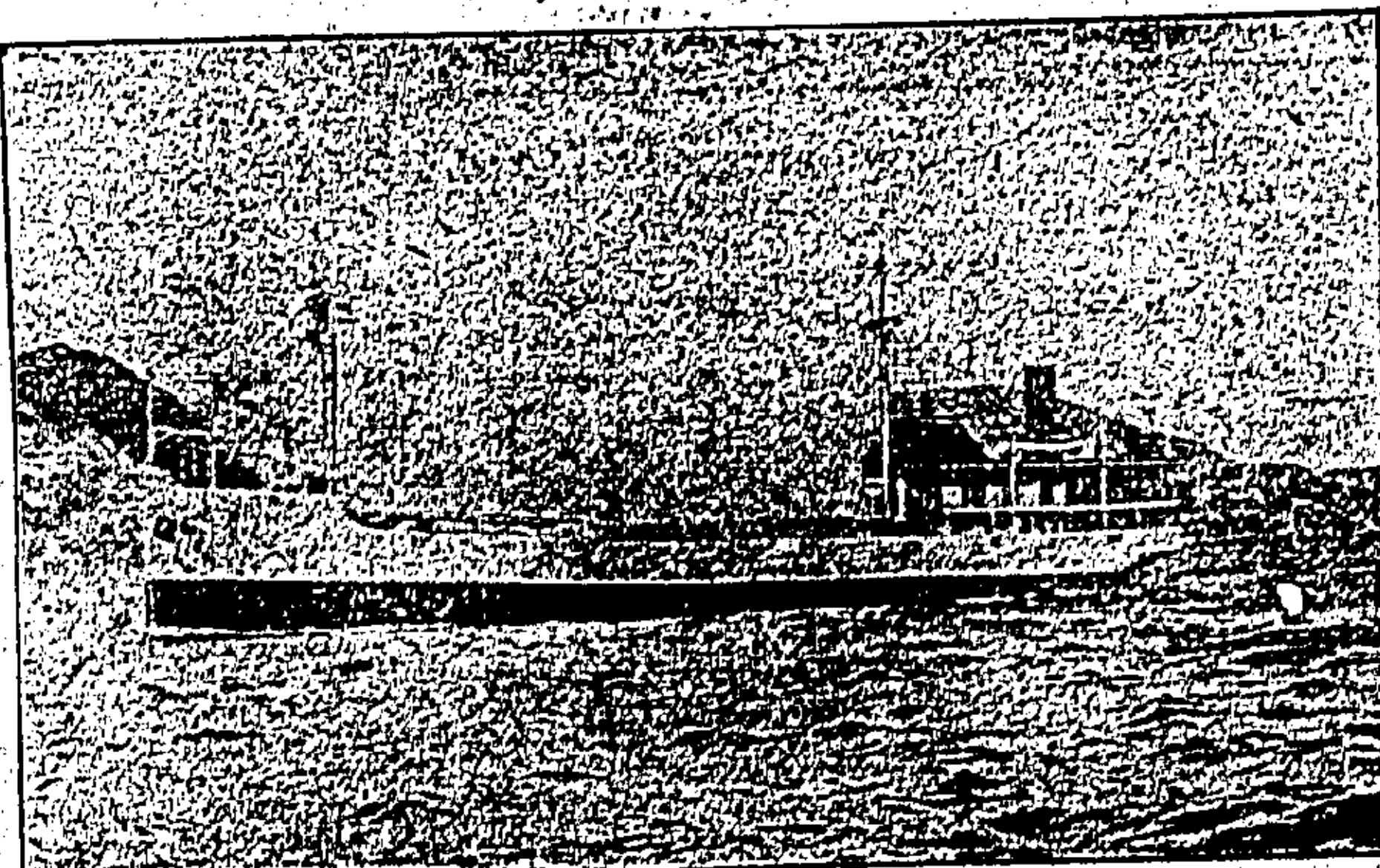
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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAO via SWATOW & SHANGHAI	"YATSHING" "YUSANG" "KWONGSANG" "HOPSANG" "KWAISANG"	Wed., 30th May, at Noon Fri., 1st June, at 7 a.m. Sun., 3rd June, at Noon Wed., 6th June, at Noon Sun., 10th June, at Noon
OSAKA via AMOI, SHANGHAI, MOJI & KOBE	"NAMSANG"	Sat., 3rd June, at 7 a.m.
CANTON	"HOPSANG"	Thurs., 31st May, at 4 p.m.
STRAITS & CALOUTTA	"HOSANG" "AUTSANG"	Wed., 30th May, at 3 p.m. Fri., 3rd June, at 3 p.m.
SANDAKAN	"HINSANG"	Thurs., 31st May, at Noon
TIENTSIN	"CHIPSHING"	Tues., 5th June, at 3 p.m.

For Freight or Passage, apply to—

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Steamship "PEMBROKESHIRE" (via Oran)	13th July
Steamship "GLENSHANE" (via Oran)	10th Aug.
Motor Vessel "GLENOGLE" (via Oran)	7th Sept.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENIFIER" ...	15th June
Steamship "GLENSHANE" ...	29th June
Steamship "CARDIGANSHIRE" ...	9th July
Motor Vessel "GLENOGLE" ...	20th July

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Freight S.S. "Dessan" ...	departure 4th June
Freight M.S. "Trave" ...	departure 19th June
Pass. S.S. "SAARBRUECKEN" ...	departure 30th June
Freight S.S. "Imar" ...	departure 11th July
Pass. S.S. "OUBLENZ" ...	departure 25th July
Freight S.S. "Grandon" ...	departure 11th August
Pass. M.S. "FULDA" ...	departure 24th August
Freight S.S. "Ludwigshafen" ...	departure 31st August

Passenger steamers sailing via Manila and Ports to Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT OUTWARD SAILINGS:

Pass. S.S. "SAARBRUECKEN" ...	due here 5th June
Freight S.S. "Kemscheid" ...	due here 22nd June
Pass. S.S. "OUBLENZ" ...	due here 2nd July
Freight S.S. "Ludwigshafen" ...	due here 18th July
Pass. M.S. "FULDA" ...	due here 30th July
Freight S.S. "Oder" ...	due here 15th August

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AND RETURN

(Occupying 8 to 9 Days)

HAIHONG	Tuesday, the 29th May, at 3 p.m.
HAIYANG	Friday, the 1st June, at 3 p.m.
HAINING	Tuesday, the 5th June, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice versa; and Return by the same Steamer at the Reduced Rate of \$90.00 including Meals while the Steamer is in Port.

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11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF ASIA	May 30	June 2	June 5	June 7	June 18
EMPEROR OF CANADA	June 13	June 16	June 19	June 21	June 30
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 19	Sept. 22	Sept. 25	Sept. 27	Oct. 6
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20

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£83: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
June 5	June 7	EMPEROR OF CANADA	June 8
June 26	June 28	EMPEROR OF RUSSIA	June 29

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63440, 63430 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Tuesday, 29th May

KOREA MARU (Calla Keelung) ... Tuesday, 12th June

LONDON via Singapore, Suez, Marseilles & Ports.

HAKUSAN MARU ... Saturday, 2nd June

KITANO MARU ... Saturday, 16th June

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 20th June

AKI MARU ... Wednesday, 20th June

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Monday, 25th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BAKUO MARU ... Thursday, 31st May

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Saturday, 9th June

NEW YORK and/or BOSTON via PANAMA.

KUMA MARU ... Monday, 11th June

ASURA MARU ... Saturday, 16th June

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

OKAWA MARU ... Monday, 11th June

ALCUTTA via Singapore, Penang & Rangoon.

MUROBAN MARU ... Wednesday, 20th May

MORIOKA MARU ... Sunday, 10th June

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 22nd June

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU ... Tuesday, 29th May

KAMAKURA MARU (Kobe direct) ... Tuesday, 29th May

AWA MARU ... Thursday, 31st May

KATORI MARU ... Monday, 11th June

Subject to alteration without notice.

For further information, apply to—

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A HOLIDAY IN INDO-CHINA

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These vessels, fitted with all latest modern improvements, are being placed on

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Shipping News

Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

MODERATE IMPORTS.

HEAVY THROUGH CARGO.

The Colony's freight returns showed an increase after a few days of comparatively low totals. Twenty-three arrivals and eleven departures were recorded for the 24 hours ending at 9 a.m. yesterday, and the cargo returns were very good. Through freights showed an exceedingly fine total of over 35,000 tons. Twenty-one vessels discharged 15,074 tons of merchandise for this port.

Five British ships contributed 1,634 tons and a Dutch vessel prominent was best carrier with 2,714 tons from Saigon. The s.s. *Tai Lee No. 1* from Saigon discharged 2,208 tons of general cargo. Through freights carried by 13 vessels amounted to 37,018 tons, of which five British vessels were responsible for 4,459 tons. The s.s. *Ludendorff* (German) carried 9,300 tons from Saigon and Singapore, while the s.s. *Zona* (Dutch) carried 6,629 tons from Bremen and Manila.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	6	4
American	1	0
German	1	1
Dutch	1	0
Norwegian	3	1
Japanese	3	2
Chinese	8	2
French	0	1
Total	22	11

VESSELS EXPECTED.

Australian-Oriental Line.
Changste, June 8th.
Taipei, June 10th.

Bank Line.

City of Tokyo, June 9th.
City of Newcastle, June 12th.
City of Bedford, June 22nd.
City of Peking, July 7th.
City of Osaka, July 13th.
City of Evansville, July 20th.
City of Kharlov, August 4th.
City of Halifax, August 17th.
City of Khio, September 1st.
City of Glasgow, September 23rd.

British-India and Apcar Line.

Tilawa, to-day.
Takliwa, June 2nd.
Takada, June 7th.
Sankha, June 9th.
Talamba, June 15th.
Talma, July 9th.

Canadian Pacific Line.

Empress of Canada, June 4th.

East Asiatic Co., Copenhagen.

Peru, June 6th.

Siam, June 10th.

Danmark, July 16th.

Eastern and Australian Lines.

Tanda, to-morrow.

St. Albans, June 4th.

Arafura, July 9th.

Glen Line.

Gleniffer, June 9th.

Glenhane, June 29th.

Cardiganshire, July 9th.

Glenogle, July 20th.

Blue Funnel Line.

Menelaus, to-day.
Perseus, to-morrow.
Hector, May 31st.
Pyrrhus, May 31st.
Adrastus, June 4th.
Mentor, June 8th.
Rhexenor, June 10th.
Tyndareus, June 10th.
Antenor, June 13th.
Dardanus, June 19th.
Oanfa, June 20th.
Diomed, June 25th.
Cleues, June 26th.
Helene, June 29th.
Proctelus, July 3rd.
Lycan, July 8th.
Philoctetes, July 8th.
Ningeham, July 16th.
Achilles, July 21st.
Talchibius, July 24th.
Theseus, July 25th.
Aeneas, July 30th.
Phaenias, August 4th.
Bellerophon, August 6th.
Agamemnon, August 11th.
Teucer, August 14th.
Automedon, August 17th.
Sarpedon, August 23rd.
Adriamus, September 19th.
Patroclus, September 20th.

Hamburg-Amerika Linie and Hugo Stinnes Linie.

Vogland, June 3rd.
Hindenburg, June 13th.
Albert Voegel, June 13th.
Rhein, June 24th.
Oldenburg, July 7th.

Java-China-Japan Line.

Tjibodas, June 4th.

Messageries Maritimes.

D'Artagnan, June 5th.
Sphinx, June 5th.
Angers, June 19th.
Min, June 23rd.
Paul Leat, July 3rd.
Andre Lebon, July 17th.

Nippon Yusen Kaisha.

Hakusan Maru, June 1st.
Muroran Maru, June 1st.
Tenyo Maru, June 4th.
Morioka Maru, June 7th.
Wakasa Maru, June 8th.
Dakar Maru, June 9th.
Sado Maru, June 10th.
Fuji Maru, June 12th.
Araka Maru, June 15th.
Kitano Maru, June 15th.
Korea Maru, June 19th.
Tango Maru, June 19th.
Harima Maru, June 29th.
Shingo Maru, July 3rd.
Durban Maru, July 9th.
Kamakura Maru, July 11th.
Aki Maru, July 24th.
Bingo Maru, August 1st.

Norddeutscher Lloyd, Bremen.

Saarbrücken, June 5th.
Remscheid, June 22nd.
Coblenz, July 2nd.
Ludwigshafen, July 18th.
Fulda, July 30th.
Oder, August 15th.

Peninsular and Oriental.

Alipore, to-day.
Jeypore, June 2nd.
Nankin, June 5th.
Khyber, June 7th.
Delta, June 9th.
Rawalpindi, June 21st.
Rangoon, June 23rd.
Mirzapore, June 28th.
Novara, June 30th.
Nellore, July 3rd.
Kashmir, July 5th.
Rajputana, July 19th.
Kalyan, August 2nd.
Naldara, August 16th.
Kashgar, August 30th.
Morea, September 13th.
Macedonia, October 13th.

Prince Line.

Japanese Prince, June 5th.

Chinese Prince, June 29th.

DAILY WATERFRONT NEWS.

"NEWORWANG" COLLIDES WITH "HAINING."

INCIDENT IN SWATOW HARBOUR.

[BY LONGSHOREMAN.]

The s.s. *Neworwang* of Messrs. Butterfield & Swire, and commanded by Captain Bathurst arrived in Hong Kong yesterday and went into dock for survey. An enquiry at the agents revealed that the ship had met with a slight collision with the s.s. *Haining* (Douglas, Lapraik & Co.) in Swatow Harbour as the former was leaving. The damage to both vessels was very slight and both proceeded on their voyage. However, the s.s. *Neworwang* went into dock on arrival for survey and this proving satisfactory she proceeded to Canton yesterday.

Engine Trouble.
The s.s. *Shing On* a Chinese owned river steamer on the Wuchow run, experienced engine trouble on her trip to Hong Kong yesterday. The vessel managed to reach here safely where she was immediately docked at Shum Shui Po for repairs.

Asiatic Deck Passengers.
Asiatic deck passengers arriving in the Colony during the 24 hours ended at 9 a.m. yesterday numbered 1,317. The passengers were brought to the Colony by ten vessels.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia*, from Hong Kong on May 9th, arrived at Vancouver on May 27th. The N.D.L. s.s. *Saarbrücken*, from Europe, left Singapore on May 27th for Hong Kong, via Manila, and is expected to arrive here on June 5th. She will sail for Shanghai, Taku, Dairen and Tsing-tao on the same day.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	5.39 a.m.	7.02 p.m.
To-morrow	5.39	7.02
Thursday	5.39	7.03

VISITORS TO CANTON.

Should Purchase

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TROTTERS FROM HONG KONG TO CANTON BY THE PEARL RIVER

BY CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Flags.

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Swedish East Asiatic Co., Ltd.

Agos, June 16th.

Delhi, June 17th.

P. & O., British India Apcar and Eastern & Australian Lines

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND, QUEBEC, LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEBANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL MONTHLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"ALIPORE"	5,273	31st May	Straits, Colombo and Bombay.
"JEYPORE"	5,215	2nd June	Marsa, L'don, A'werp, H'burg, B'bay, Marsa, L'don, A'ntwerp.
"DELTA"	5,097	9th June	Bombay, Marseilles and London.
"RANPUTANA"	18,801	23rd June	Straits & Bombay.
"MIRZAPUR"	5,715	30th June	Marsa, L'don, A'werp, H'burg, B'bay, Marsa, L'don, A'ntwerp.
"NOVARA"	5,689	7th July	Bombay, Marseilles and London.
"KHYBER"	5,114	14th July	Marsa, L'don, A'werp, H'burg, B'bay, Marsa, L'don, A'ntwerp.
"RAWALPINDI"	18,619	21st July	Marsa, L'don, A'werp, H'burg, B'bay, Marsa, L'don, A'ntwerp.
"NANKIN"	7,058	28th July	Marsa, L'don, A'werp, H'burg, B'bay, Marsa, L'don, A'ntwerp.
"KASHMIR"	5,585	4th Aug.	Marsa, L'don, A'werp, H'burg, B'bay, Marsa, L'don, A'ntwerp.
"RAJPUTANA"	18,568	18th Aug.	Bombay, Marseilles and London.
"NALDERA"	18,088	1st Sept.	Bombay, Marseilles and London.
"KALYAN"	9,144	10th Sept.	Marsa, L'don, A'werp, H'burg, B'bay, Marsa, L'don, A'ntwerp.
"KASHGAR"	9,005	18th Sept.	Marsa, L'don, A'werp, H'burg, B'bay, Marsa, L'don, A'ntwerp.
"MOREA"	10,953	24th Oct.	do.
"MACEDONIA"	11,120	10th Nov.	do.
"KHYBER"	5,114	24th Nov.	do.
"MALWA"	10,948	8th Dec.	do.
"NALDERA"	18,088	22nd Dec.	do.
"MANTUA"	10,948	5th Jan. 1929	do.

* Cargo only.

† Calla Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKLIWA" 7,936 4th June Singapore, Penang & Calcutta
"SANTHA" 7,754 11th June do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	6,958	1st June, 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	29th June	do.
"ARAFURA"	6,000	3rd Aug.	do.
"TANDA"	6,958	31st Aug.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, H'kong, Kobe, Yokohama, Tawao, Tsuru, Dairen, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
SHANGHAI & AMOY ...	Linan ...	29th May
SHANGHAI & AMOY ...	Taiwan ...	29th May
SHANGHAI & AMOY ...	Shanghai ...	29th May
JAPAN & SHANGHAI ...	Taiwan ...	30th May
JAPAN & SHANGHAI ...	Hakow ...	1st June
EUROPE via Nippon (letters only)	Nam Sang ...	1st June
London (3rd May)		
CANADA, U.S.A. & SHANGHAI ...	Emp. of Canada ...	4th June
AMERICA & SHANGHAI ...	St. Albans ...	4th June
JAPAN & SHANGHAI ...	D'Armaghan ...	5th June

OUTWARD MAILS.

For	Per	Date
Shanghai, Japan, Honolulu & San Francisco—due San Francisco 2nd June & EUROPE via Siberia	Taiyo Maru ...	Tuesday, 29th, Reg. 9.45 A.M. Letters 10.30 A.M. Kowloon P.O.
Straits, Egypt & Europe via Marseilles—due Marseilles, 29th June	Meneilus ...	Reg. 1.00 P.M. Letters 1.00 P.M. G.P.O.
Swatow, Amoy and Foochow	Eai Hong ...	Reg. 1.45 P.M. Letters 2.30 P.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Victoria, B.C.—due Vancouver, B.C., 18th June, & Europe via Siberia	Empress of Asia ...	Wednesday, 30th, Reg. 9.15 A.M. Letters 10.00 A.M.
Swatow ...	Yaching ...	Wednesday, 30th, 10.00 A.M.
Straits & Calcutta ...	Hwang ...	Parcels Noon Letters 1.00 P.M.
Java via Batavia ...	Tjondari ...	Parcels 5.00 P.M. Reg. 3.15 P.M. Letters 10.30 A.M.
America & Europe via Victoria, B.C.—due Victoria, B.C., 28th June	Tower ...	Thursday, 31st, 8.30 A.M. Letters 10.00 A.M. 10.30 A.M.
Haitow, Pakhoi and Haiphong ...	Tai ...	8.30 A.M. Letters 10.00 A.M. 10.30 A.M.
Japan ...	Hakow Maru ...	10.00 A.M. Letters 10.30 A.M.
Sandakan ...	Hakow Maru ...	10.00 A.M. Letters 10.30 A.M.
Swatow, Amoy & Formosa ...	Del Maru ...	10.30 A.M.
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 16th June	Zanda ...	Friday, 1st, 1.45 P.M. Letters 2.30 P.M.
Swatow, Amoy and Foochow	Haiyang ...	2.00 P.M. Letters 2.30 P.M.
Shanghai ...	Shantung ...	2.30 P.M. Letters 2.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 2nd July	Hakow Maru ...	Reg. 4.30 P.M. Letters 4.30 P.M. G.P.O.
Amoy ...	Nam Sang ...	Reg. 2nd, 9.00 A.M. Letters 9.30 A.M.
Bangkok via Swatow ...	Kiangsu ...	Saturday, 2nd, 5.00 P.M.
Amoy ...	Suiyang ...	Sunday, 3rd, 4.30 P.M. Letters 5.00 P.M.
Wei Hai Wei ...	Huichow ...	Monday, 4th, 4.30 P.M. Letters 5.00 P.M.
Saloon, Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 7th July	D'Armaghan ...	Tuesday, 5th, 1.00 P.M. Letters 1.00 P.M. G.P.O.
Swatow, Amoy and Foochow	Hui Nino ...	Reg. 1.45 P.M. Letters 2.30 P.M.
Manila ...	Emp. of Canada ...	2.00 P.M. Letters 2.30 P.M.
Swatow ...	Hopson ...	Wednesday, 6th, 10.30 A.M.

*Correspondence bearing vessel's name only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

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Hon. Mr. A. C. HYNES.

Branches:
Amoy, Hongkong, Peking, Shanghai, Swatow, Canton, Kowloon, Hankow, Harbin, Tientsin, etc.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 15th May, 1928. [26]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES, Chief Manager.
Hong Kong, 13th Sept., 1927. [2]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. \$3,500,000.00
HEAD OFFICE:
37, WALL STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal markets of the world. Interest Allowed on all Deposits. Rates on Application.

A Subsidiary of THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. \$587,000,000.
D. M. BIGGAR, Manager.
[28]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY.)
ESTABLISHED 1924.
HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.
Authorized Capital, Guilders 150,000,000. (212,500,000).
Paid-Up Capital, Guilders 80,000,000. (28,888,670).
Reserve Fund, Guilders 40,000,000. (29,335,533).

Head Office: AMSTERDAM.
Branches: Batavia, Bandoeng, Bencoolen, Calcutta, Ceylon, Hongkong, Java, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

London Bankers: National Provincial Bank, Ltd.
Correspondents all over the world. Banking Business of every description transacted.
O. STEENSTRA, Manager.
Hong Kong, 30th July, 1927. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000
Reserve Fund Yen 99,500,000
HEAD OFFICE: YOKOHAMA.
BRANCHES AND AGENTS AT:
Alexandria, Honolulu, Rangoon, Batavia, Kai Yuen, Saigon, Bombay, Karachi, Soerabaya, Buenos Aires, Kobe, San Francisco, London, etc.

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.
H. MORI, Manager.
Hong Kong 15th March, 1928. [25]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.
Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES:
ALOR STAR, BATAVIA, BOMBAY, CALCUTTA, CANTON, Cebu, HANKOW, HONGKONG, KANSAI, KOWLOON, MANILA, Peking, Rangoon, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hong Kong, 16th Mar., 1928. [20]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).
Princes Building, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up Fr. 50,000,000
Special Working Capital Fr. 50,000,000
Reserves Fr. 22,519,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hankow, Tientsin, Yenchow, Peking, Hong Kong.

FRANCE: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange and Trust Co., Banca Commerciale Italiana, San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.
A. ROLLIN, Manager.
Hong Kong, 19th April, 1928.

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,800,000
Reserve Fund and Retained Profits £1,584,848

THE BANK OF ENGLAND AND MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Kandy, Penang, Batavia, Rangoon, Port Louis, Bombay, Kala Bharu (Malay Peninsula), Calcutta, Kuala Lumpur, Singapore, Delhi, Kanton, Simla, Galle, (Pahang), Singapore, Hong Kong, Madras, Sourabaya, Howrah, New York.

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central, Hong Kong, 20th April, 1928. [29]

THE BANK OF CHINA.

(Special authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$30,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,643,398.00

Head Office: Peking
Hong Kong Branch: 4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers: THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, Ltd.

New York Bankers: THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK, COLUMBIA TRUST CO.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.

SHOU J. CHEN, Manager.
Hong Kong, 29th June, 1927. [25]

FICKLE

He was very fond of "CAPSTAN" until—

— he dallied for a while with the new love but—

— he dallied and dallied—

— thus he dallied and dallied—

— coming back to his senses—

— he acted with courage and verve—

— with this and that—

— with a throb of delight—

— with thin and fat until—

— he wasn't quite sure whether he liked any of them—

— he considered and thought and—

— found real satisfaction once more—

— came back to "CAPSTAN" and—

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. [25-276]

BANQUE DE L'INDO-CHINE.

Head Office:
99, Boulevard Haussmann, Paris.
Subscribed Capital, Fr. 75,000,000.00
Paid-up Capital, Fr. 68,400,000.00
Reserve Fund, Fr. 89,284,518.10

BRANCHES:
Bangkok, Hanoi, Pondicherry, Batavia, Hong Kong, Saigon, Canton, Moukeng, Shanghai, Calcutta, Nankin, Singapore, Djibouti, Noumea, Tientsin, Fort Bayard, Papeete, Tourane, Haiphong, Peking, Yunnanfu, Hankow, Pnom-Penh.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Bank and Trust Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
OH. LEM, Manager.
Hong Kong, 20th Feb., 1927. [23]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONG KONG.
No. 10, DES VIGES ROAD CENTRAL, HONG KONG.

AUTHORIZED CAPITAL \$10,000,000
PAID-UP CAPITAL 5,000,000
RESERVE FUND 1,200,000

BRANCHES AND AGENTS:
Batavia, London, Penang, Singapore, Bombay, Manila, Rangoon, Soerabaya, Calcutta, Melbourne, Saigon, Sydney, Canton, Nagasaki, San Francisco, Haiphong, New York, etc.

Every description of Banking and Exchange Business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES TO LET.
KAN TONG PO, Chief Manager.
Hong Kong, 5th Sept., 1927.

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.
The Paper to send Home.

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.
Hong Kong Currency
AUTHORIZED CAPITAL \$11,000,000
PAID-UP CAPITAL 8,844,800
RESERVE FUND 800,000

BRANCHES:
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK, and SAN FRANCISCO.
London Bankers: THE LLOYD BANK, LTD.
Correspondents:
all Principal Cities of the World.
Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.
LOOK POONG SHAN, Chief Manager.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.
"MENEILUS" 29th May, Mar. L'don, B'dam, & H'burg.
"ANTENOR" 13th June, Mar. L'don, B'dam, & Glasgow.
"DIOMED" 28th June, Mar. L'don, B'dam, & H'burg.

LIVERPOOL SERVICE.
"OANFA" 20th June, Genoa, Havre, Liverpool & Glasgow.
"BHEKENOR" 30th July, Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)
"TEUOER" 31st May, Victoria, Vancouver & Seattle.
"TYNDAREUS" 23rd June, Victoria, Vancouver & Seattle.

NEW YORK SERVICE.
"ADRASTUS" 4th June, Boston, New York & Baltimore.
"HELENUS" 23rd June, Boston, New York & Baltimore.

PASSENGER SERVICE.
"ANTENOR" 13th June, Singapore, Marseilles & London.
"HECTOR" 11th July, Singapore, Marseilles & London.

OUTWARD SERVICE.
"PERSEUS" 30th May, Shanghai, Moji, Kobe & Yokohama.
"HECTOR" 31st May, Shanghai, Tientsin, Weihaiwei, Taku, Dairen & Chingwangtao.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates, and information apply to—
Butterfield & Swire,
Agents. [26]

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques is originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELLERS' CHEQUES' the word 'Travellers' being spelled with one 'l'. The advantage of the Cheques was so apparent that other banking institutions adopted the system."

Quoted from Pitman's Dictionary of Banking by Wm. Thomson.
Issued in \$10, \$20, \$50, \$100, and \$5, and \$2-10 denominations—bound in a small, handy wallet—and cost only 4¢ of 1¢ per cent.

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THE AMERICAN EXPRESS Co., Inc.
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